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COMMONWEALTH OF PENNSYLVANIA.
1889.

OFFICIAL

DOCUMENTS,

COMPRISING THE

DEPARTMENT AND OTHER REPORTS

MADE TO THE

Governor, Senate and House of Representatives of Pennsylvania.

VOL. IV.

HARRISBURG:
EDWIN K. MEYERS, STATE PRINTER.
1891.

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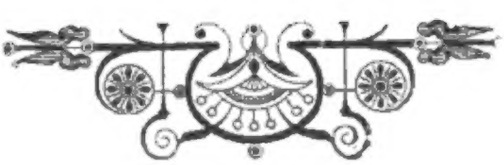

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ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS.

PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies,

FOR THE YEAR ENDING JUNE 30, 1890.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS
HARRISBURG, *January 15, 1891.*

To His Excellency JAMES A. BEAVER,
Governor of the Commonwealth of Pennsylvania:

SIR: In compliance with the requirements of the constitution, and the acts of the general assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present to you herewith, for transmission to the general assembly, a report of this department, Part IV, Railroad, Canal, Navigation, Telegraph, and Telephone Companies, for the year ending June 30, 1890.

I am, very respectfully,
Your obedient servant,
THOMAS J. STEWART,
Secretary of Internal Affairs.

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REPORT.

STEAM RAILWAYS.

During the last two years the department has coöperated with the Interstate Commerce Commission of the United States, and the railway commissions of the several states, in an effort to establish a uniform blank for the use of companies in making reports to the Interstate Commerce Commission and to the railway commissions of the several states. The objects to be obtained by the adoption of such a blank are two-fold; first, to secure throughout the country a uniform class of information concerning steam railways that will be reliable as statistics; and, second, that a uniform report, so far as practicable, adopted by the Interstate Commerce Commission and the authorities in the several states, would facilitate and greatly simplify the work, and add to the convenience of the railway corporations and subject them to less expense in complying with the law which authorizes and requires reports to be made.

Two national annual conventions have been held with this object in view, in the apartments of the Interstate Commerce Commission at Washington, D. C. A committee, consisting of representatives of the the Interstate Commerce Commission and of the railway commissions of the several states, together with the representatives of the Railway Accountants' Association, was appointed and gave this subject careful consideration. Their report was subsequently made to the national convention, and after considering it and amending it in many particulars it was adopted, and in most of the states where railway commissions exist, or where a department of state is given supervision over the affairs of railways, the blank is now in use. Some diversity of opinion existed as to the limits of the fiscal year to be covered by the reports. In view of the fact that the national government had adopted the 30th of June as the close of the fiscal year, it was thought advisable to adopt the same date.

A resolution was passed by the convention requesting the legislatures of the different states then in session to so modify their laws that the railway fiscal year might conform to the date adopted by the convention. This department, therefore, at once prepared a bill and had it introduced in the legislature during the session of 1889. It was passed and received the approval of the Governor on the 13th day of May, 1889. This act is merely amendatory of the act of April 9, 1870, and

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embraces all the other subjects referred to in that act in addition to effecting the change in the fiscal year. It is inserted here for the information of all concerned.

AN ACT

To amend an act approved April 9, 1870, requiring railroad, canal, navigation and telegraph companies to make uniform reports to the Auditor General, providing for a change in the time of making such reports, and also requiring reports to be made by the telephone companies.

SECTION 1. *Be it enacted, &c.*, That the Secretary of Internal Affairs be and he is hereby directed to make out and cause to be printed a blank form for the annual reports of the several railroad, canal, navigation, telegraph and telephone corporations of this state, referred to in the second section of this act, and the said Secretary of Internal Affairs shall forward by mail or otherwise, on or before the 1st day of May in each year, to each of the said corporations, copies of the said form; and when the same shall have been returned to the said Secretary of Internal Affairs, properly filled out and executed as required by the second section of this act, he shall cause the same to be filed in his office and published in book form, and cause copies of the said report to be transmitted to the Governor and the members of the legislature on or before the fifteenth day of January in each year as required by law.

SECTION 2. That it is hereby made the duty of each railroad, canal, navigation, telegraph and telephone company, whose works or lines are in whole or in part within the limits of the state, to make out and return to the Secretary of Internal Affairs a complete annual report according to the form to be prescribed by the said Secretary of Internal Affairs, which, among other things, shall embrace in detail the operations and affairs of said corporations during the fiscal year, together with such other information as the secretary shall direct. Said report shall be attested by the oath or affirmation of at least two of the following named officers of the company: president, general manager, superintendent, sequestrator, secretary, treasurer and auditor. That said report shall cover the transactions of each of said corporations for the fiscal year ending on the thirtieth day of June each year, and shall be filed in the office of Secretary of Internal Affairs not later than the thirty-first day of August in each year.

SECTION 3. That every such railroad, canal, navigation, telegraph and telephone company which shall refuse or neglect to make such report as herein provided, and at the time specified in the second section of this act, shall be liable to a penalty of five thousand dollars to the use of the commonwealth, for every such refusal or neglect, to be sued for and recovered as debts of like amount are or may be by law recoverable.

APPROVED—May 13, 1889.

When the bill referred to became a law a copy of it was sent to each of the corporations required to make report, together with the following circular:

To the President or Treasurer of the . . . . . Company:

DEAR SIR: Your attention is called to an act of assembly approved May 13, 1889, which establishes a new date when railroad, canal, telegraph and telephone companies shall make reports to the Secretary of Internal Affairs. According to the requirements of this act all the companies referred to are directed to make their annual reports to this department not later than the 31st day of August in each year, instead of the 31st day of January, as heretofore. The reports must cover the transactions of the respective companies for the fiscal year ending June 30th. Your next report will, therefore, contain the operations of your company for the period from July 1, 1889, to June 30, 1890, and must be filed in this department on or before the 31st day of August, 1890. Blank forms for making the report will be furnished you at the proper time. It is respectfully suggested that hereafter the books of your

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company be so kept as to conform to the requirements of the law as to time of fiscal year and character of report to be made, as this action would greatly facilitate the preparation of the reports.

A copy of the act referred to is transmitted herewith.

Very truly yours,

THOS. J. STEWART,
Secretary of Internal Affairs.

Most of the companies in Pennsylvania had been reporting on the 30th of September, or the 31st of December, according to the close of their fiscal year, and it was therefore necessary to prepare blanks on which they could make returns of their operations from the date of the close of the last report to June 30, 1889. Blanks were prepared and forwarded to them July 1, 1889, together with the following letter of instructions:

To the President or Treasurer, ... Company:

DEAR SIR: On the first day of June, there was transmitted to you a copy of the recent act of the general assembly changing the time at which railroad, canal, telegraph and telephone companies are required to make reports to this department, and you were notified that your next annual report should cover the time between the 30th of June, 1889, and the 1st of July, 1890. It will be observed that the fraction of the year between the time of closing your last report and the first of July, 1889, will not be covered by any report made to this department; and, while it is the desire of the department to inconvenience you as little as possible in arranging the reports so as to conform to the act referred to, yet it is necessary that at least a portion of the information usually called for in the annual reports be given for the period named, and blanks have therefore been prepared in which interrogatories are made, directed mainly to the revenues of the company, and such investments or dispositions thereof as were made during said period. These blanks are sent you in duplicate, one to be retained by you, the other to be forwarded to this department when properly executed.

Have the kindness to give this your prompt attention, so that the reports may be filed in this department not later than the first day of September.

As stated in a previous circular letter, the blanks which will hereafter be furnished to steam railway companies for annual reports, will conform as nearly as possible to the blanks furnished by the Interstate Commerce Commission.

Very truly yours,

THOS. J. STEWART,
Secretary of Internal Affairs.

Pursuant to these instructions the reports were made and filed in this department; but they only contain general information regarding financial changes, receipts and expenditures, cash balances and important changes in management or operation. Detailed statements as to the characteristics of roads, improvements, etc., for the period named, were not required of the companies.

Accompanying the new blanks sent out under the act of 1889, was the following letter of instructions under date of May 1, 1890:

To the President or Treasurer of . . . . . Company.

DEAR SIR: In transmitting the blank forms for the reports of railroad, canal, telegraph and telephone companies, for the year ending June 30, 1890, the secretary

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takes occasion to tender his thanks to those officers of companies who have heretofore made full and satisfactory reports to this department within the time fixed by law.

To those who have embarrassed the operations of the department by delaying the transmission of their reports beyond the time so fixed, he is obliged to say that unreasonable delay is incompatible with the proper dispatch of the public business, and cannot henceforth be permitted.

By a recent amendment to the law, these reports are now required to be filed in this department on or before August 31st, under a penalty of five thousand dollars for neglect or refusal, and compliance with this requirement must be exacted from all.

As the law prescribes that these reports must be made in detail, your attention is directed to the necessity of filling up the blanks on the form sent herewith.

Very respectfully,

THOS. J. STEWART,

Secretary of Internal Affairs.

The promptness shown by most of the companies in making returns on the new forms, and under the new law, and the completeness and accuracy of the returns, are of themselves the highest commendation that can be paid these corporations, for they have, by their action, shown a willingness and desire to respect the mandates of the law and obey the constitution. Usually the companies whose operations are most extensive, and whose reports of necessity involve the employment of considerable clerical force and the expenditure of a large sum of money, are the most prompt and accurate in performing the duties imposed upon them. On the other hand it is a source of regret that many companies exhibited, through their agents, the most reckless disregard of the rules of the department and the laws of the state in making their reports. It will be observed that the act referred to specially mentions the *thirty-first day of August* as the limit within which returns must be made; but many reports were still outstanding at that time. Immediately after the expiration of the limit, letters were sent to the delinquent companies urging them to send reports at once, and attention was called to the penalty to which they were subject for non-compliance with the law. After two or three weeks of further delinquency another notice was sent demanding the reports. Numerous telegrams, personal requests, and threats of certifying their delinquency to the Attorney General, finally secured us the reports of nearly all the companies, so far as the department knows, now in operation, or being operated. The imposition of the penalty of $5,000.00 provided for by the act of 1870, and its supplement of 1889, is not a pleasant duty, but it seems to be necessary, and it is really the only effectual way to reach some of the delinquent corporations, especially those that seem to conduct their operations independently of law, constitution or state supervision. For many weeks the work of compilation has been delayed by the tardiness of these corporations, and the department finds it difficult to prepare and publish the annual report and place it in the hands of the Governor and the legislature by the 15th of January, as required by the act of 1889. The department must, therefore, in the future, with a due regard

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for the duties imposed upon it by law, insist upon the reports being more promptly filed, and that in their preparation they shall conform closely to the instructions issued by the department.

The last annual report contained returns from 261 steam railway companies. The number is now increased to 283. The reports of these companies show an increase of $23,920,902.05 in the amount of "capital stock paid in," the amount now being $799,987,217.65. The funded and unfunded debt is still accruing and will undoubtedly in a year or two reach $1,000,000,000.00, the amount at present being $984,123,679.30, or an increase of $18,400,380.92. The entire cost of roads and equipments is shown to be $1,311,245,952.80, or about $327,000,000.00 more than the present reported indebtedness of these corporations. This indebtedness is probably of a permanent character and it will no doubt remain for generations.

A comparison with some of the figures contained in the annual report of 1880 may be of interest. At that time the total amount paid in of capital stock was $541,309,699.59, showing that there has been an increase of upwards of $250,000,000. Ten years ago the funded and unfunded debt was reported at $589,374,029.87, showing an increase since that time of about $395,000,000. In 1880 the entire cost of roads and equipments was reported at $575,609,569, showing that the indebtedness of the roads at that time exceeded the cost by about $14,000,000. The financial condition of the companies seems to have become better during this decade, as the cost of roads and equipments, as now reported, exceeds the indebtedness by about $327,000,000. The increase during the year, of miles of road operated by companies required by law to report to this department is 1,761.36, or a grand total of mileage of 18,810.32. It is impossible to determine just how many miles of these roads are within the limits of Pennsylvania, as the reports in many instances contain no definite information on this point, giving the total mileage only. The companies that do make a specific report show 11,775.46 miles in the state. There appear to have been added to the mileage in the way of new roads, 314.72 miles.

Steel rails are fast taking the place of iron. During the past year over 6,500 miles of track were laid with steel rails.

The magnitude of the railway system of Pennsylvania can be realized, to some extent at least, when it is known that by the corporations operating lines in whole or in part within this state there is an army of 176,945 persons employed. During the year the returns show that there has been an increase in the number of employés of 15,000. To this great body of officers and employés the compensation paid during the year was $98,880,222.35. The total earnings of these corporations for the year was $270,442,882.80, the total expenses $235,560,086.19. Of this amount about forty per cent. was paid to the employés, and the balance devoted to the ordinary expenses, interest account, dividends, etc. To

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pay the interest on the indebtedness of the steam railways reporting to this department, if computed at the legal rate of six per cent.—which is about the average rate paid—would require $60,000,000 a year. It will be understood that the railways of Pennsylvania, those wholly within the state, do not bear all this burden, but only their proportion of it. The comparison of figures is made on the roads wholly or in part within the state, and which by law are compelled to report to this department. There are cases in which large corporations, having but few miles of track within the commonwealth, report fully to the department, giving entire length of road, total indebtedness, etc.

During the session of 1889 the legislature passed the following act relative to the merger or consolidation of railway corporations.

AN ACT.

Prescribing the amount of stock and bonds which may be issued by railroad companies heretofore or hereafter consolidated and merged.

SECTION 1. *Be it enacted, &c.*, That whenever any merger and consolidation of the corporate rights and franchises between two or more railroad companies shall hereafter be made under the laws of this commonwealth, such railroads being neither parallel or competing lines, it shall and may be lawful for the said companies to specify, in the joint agreement for such consolidation and merger, what amount of capital stock and bonds of the consolidated company shall be issued to the stock and bond holders, or either, of any one or more of said several railroad corporations, parties to said joint agreement, in lieu and exchange for the stock and bonds held by them in said last named corporations respectively. The amount of stock and bonds, or either of them, so issued or to be issued by the consolidated company to the stock and bond holders, or either, of any one or more of said constituent companies may, when necessary to equalize the interests of the parties to the said joint agreement, or otherwise, be in excess of the amount of the authorized and outstanding issues of such company or companies, but shall not be in excess of the actual value of the corporate property and franchises of such constituent company or companies, vested in the consolidated corporation pursuant to such merger and consolidation; nor shall the aggregate amount issued by said consolidated company exceed the sum of one hundred and fifty thousand dollars of stock, and one hundred and fifty thousand dollars of bonds, per mile of the railroad, so that the sum total of stock and bonds of such company shall never exceed three hundred thousand dollars per mile: *Provided*, That where the amount of stock and bonds, or either, to be issued by the consolidated company to the stock and bond holders, or either, of any one or more of such constituent companies, shall be in excess of the aggregate amount of authorized and outstanding stock and bonds or either, of such company or companies, the said agreement shall be accompanied by the affidavit of the president and principal engineer of such constituent company or companies, that the actual cash value of the property of such constituent company or companies is equal to the amount of stock and bonds, or either, to be issued to its or their stock and bond holders, or either.

SECTION 2. That whenever any merger or consolidation of two or more railroad companies shall have heretofore been made, the consolidated company so formed shall have the same power to increase from time to time its capital stock and indebtedness, but not exceeding the amounts specified in the first section of this act, nor the actual value of its property and franchises, upon filing with the returns of the increase of said capital stock or indebtedness the affidavits prescribed in the first section of this act: *Provided*, That no company or companies shall have the benefits

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conferred by the provisions of this act unless they accept in writing, filed in the office of the Secretary of the Commonwealth, the provisions of the constitution of one thousand eight hundred and seventy-four.

APPROVED—The 13th day of May, A. D. 1889.

JAMES A. BEAVER.

STREET RAILWAYS.

The returns for 1888, the last published report, show 76 street railways to have been in existence at that time. Under the act of 1889, providing for the incorporation and government of street railway companies, the number has largely increased. The returns for the year ending June 30, 1890, show 140 companies to be in existence.

The act is given below for general information:

AN ACT

To provide for the incorporation and government of street railway companies in this commonwealth.

SECTION 1. *Be it enacted, &c,* That any number of persons, not less than five, may form a company for the purpose of constructing, maintaining and operating a street railway on any street or highway upon which no track is laid, or authorized to be laid or to be extended under any existing charter, with the privilege of occupying so much of any street, used or authorized to be used, under any existing charter, as is hereinafter provided, for public use in the conveyance of passengers, by any power other than by locomotive; and for that purpose may make and sign articles of association, in which shall be stated the name of the company, the number of years the same is to continue, the length of such road, as near as may be, the streets and highways upon which the said railway is to be laid and constructed, showing also the circuit of the route, the amount of the capital stock of the company, which shall not be less than six thousand dollars to every mile of road proposed to be constructed, and the number of shares of which said capital stock is to consist, and the names and places of residence of a president and not less than four nor more than twelve directors of the company, who shall manage its affairs until the first annual meeting thereafter and until others are chosen in their places; each subscriber to such articles of association shall subscribe thereto his name, place of residence and the number of shares of stock he agrees to take in said company. On compliance with the provisions of the second section of this act, such articles of association shall be acknowledged by at least three of the directors, before some officer competent to take acknowledgments of deeds, and may be filed in the office of the Secretary of the Commonwealth, who shall endorse thereon the day on which they were filed and record the same in a book to be provided by him for that purpose, whereupon the Governor shall issue his letters patent, creating the persons who have so subscribed such articles of association and all persons who shall become stockholers in such company, a corporation by the name specified therein, and shall possess the power and privileges following, namely:

First. To have succession by its corporate name for the period limited in its articles of association

Second. To sue and be sued, complain and defend in any court of law or equity.

Third. To make and use a common seal and alter the same at pleasure.

Fourth. To hold, purchase and convey, subject to existing laws, such real and personal estate as the purposes of the corporation shall require, not exceeding the amount limited in the articles of association

Fifth. To appoint such officers and agents as the business of the corporation shall require and to allow them a suitable compensation.

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Sixth. To make by-laws, not inconsistent with the constitution or any existing laws, for the management of its property and regulation of its affairs and for the transfer of its stock.

SECTION 2. Such articles of association shall not be filed and recorded in the office of the Secretary of the Commonwealth until at least two thousand dollars of stock, for every mile of railroad proposed to be made, shall have been subscribed thereto and ten per centum paid thereon, in good faith and in cash, to the directors named in said articles of association, nor until there is endorsed thereon or annexed thereto, an affidavit made by at least three of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and ten per centum paid in cash thereon as aforesaid, and that it is intended in good faith to construct and to maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association as aforesaid.

SECTION 3. When such articles of association are filed and recorded in the office of the Secretary of the Commonwealth, the directors named therein shall, in case the whole of the capital stock is not before subscribed, keep an open book for subscription at their office, giving such notice as they may deem expedient, and shall continue to receive subscriptions until the amount of capital stock required shall be subscribed: *Provided*, That no subscription shall be valid unless, at the time of subscribing, such subscriber shall pay the directors ten per centum of the amount of such subscription in cash.

SECTION 4. Any company incorporated under this act, shall have authority to construct such extensions or branches as it may deem necessary to increase its business and accommodate the travel of the public: *Provided*, That the act of the company authorizing any extension or branch, shall distinctly name the streets and highways on which said extension or branch is to be laid and constructed, and a copy of the minutes of said company containing said authority shall be recorded in the office of the recorder of deeds for the proper county, and an exemplification of the said record shall be filed in the office of the Secretary of the Commonwealth, and no right to actually construct the same shall vest until after thirty days from the filing of said exemplification: *And provided*, That no extension or branch shall be constructed on any street or highway upon which a track is laid or authorized under any existing charter, except as hereinafter provided.

SECTION 5. Whenever any company incorporated under this act shall, in the opinion of the directors thereof, require an increased amount of capital stock in order to complete and equip their road and carry out the full intent and meaning of their articles of association, they shall, if authorized by a majority of the stockholders owning at least a majority of the stock, at a meeting called for that purpose, file with the Secretary of the Commonwealth a certificate, setting forth the amount of such desired increase; and thereafter such company shall be entitled to have such increased capital as is fixed by said certificate: *Provided*, That the original amount of stock and increased capital shall in no case exceed thirty thousand dollars per mile of track, except in case of a passenger railway operated by other than animal power, in which case the said capital may be not more than one hundred thousand dollars.

SECTION 6. The president and directors of any railroad company created under this act shall have power to borrow money, not exceeding the amount of capital stock subscribed, and issue the bonds of the company therefor in such amounts as shall not exceed double the amount actually paid up, of the capital stock subscribed; the proceeds whereof shall be actually expended in the construction and equipment of their roads; these bonds to be payable at such times, not exceeding thirty years after the date thereof, and at such place and at such rate of interest, not exceeding seven per centum per annum, as said directors may deem best, and may secure the payment of said bonds and interest by a mortgage on said road and franchises.

SECTION 7. The capital stock of such company shall be divided into shares of fifty dollars each, and shall be called in and paid at such times and places and in such proportions and instalments, not however exceeding five dollars per share in any period of thirty days, as the directors shall require; of which public notice shall be

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given for at least two weeks preceding the times appointed for that purpose, in one or more newspapers published in the county where said railroad shall be located; and if any subscriber shall neglect to pay such instalment so called for at the time and place appointed, he, she or they shall be liable to pay, in addition to said instalment, at the rate of one per centum per month for the delay of such payment, and if the same and the additional penalty or any part thereof shall remain unpaid for the period of six months, he, she or they shall, at the discretion of the directors, forfeit for the use of the company all right, title and interest in and to every and all share or shares on account of which such default in payment may be made as aforesaid, or the directors may, at their option, cause suit to be brought before any competent tribunal for the recovery of the amount due on such shares, together with the penalty of one per centum per month as aforesaid, and in the event of a forfeiture, the share or shares so forfeited may be disposed of at the discretion of the president and directors under such rules and regulations as may be prescribed by the by-laws; no subscriber shall be entitled to vote at any election, nor at any general or special meeting of the company, on whose share or shares any arrearages may be due more than thirty days next preceding said election or meeting: *Provided*, That no forfeiture of stock shall release or discharge the owner thereof from any liabilities or penalties incurred prior to the time of such forfeiture. When such stock shall have been paid in full the board of directors shall cause certificates for the same to be issued to the parties entitled thereto, signed by the president and countersigned by the treasurer and sealed with the corporate seal of the company, which certificate shall be transferable at the pleasure of the holder, on the book of the company, in person or by attorney duly authorized, in presence of the president or treasurer, and the assignee aforesaid shall thereupon be a member of said corporation.

SECTION 8. The stockholders of such company shall meet on the second Monday in January in every year at their office, of which public notice shall be given at least two weeks previously by the secretary, in the manner prescribed in section seven, and choose, by a majority of the votes present, a president and the number of directors prescribed by the by-laws, not less than four nor more than twelve, for the ensuing year, who shall continue in office until the next annual meeting and until others are chosen, at which annual meeting the said stockholders shall have full power and authority to make, alter and repeal, by a majority of votes given, any or all such by-laws, rules, orders and regulations, and do and perform such other corporate acts as may be deemed advisable. The stockholders may meet at such other times as they may be summoned by the president and directors, in such manner and form and upon such notice as may be prescribed by the by-laws. And the president, on the request in writing of any number of stockholders representing not less than one-tenth in interest, shall call a special meeting, giving the like notice and stating specifically the objects of the meeting, and such objects and no other shall be acted on at such meetings.

SECTION 9. The election for directors provided for in this act shall be conducted as follows: The directors, at their regular meeting next preceding the times of the annual election, shall appoint three stockholders to be judges of the said election and to hold the same, and the persons so appointed shall not be eligible to an election as director at said election and shall respectively take and subscribe an oath or affirmation before an alderman, justice of the peace or notary public, well and truly, and according to law, to conduct such election to the best of their knowledge and ability, and the said judges shall decide upon the qualifications of voters, and when the election is closed shall count the votes and declare who has been elected. Whenever any judge or judges, appointed as above, shall fail to attend the meeting of stockholders, and whenever any board of directors shall neglect or refuse to appoint such judges, then and in such case it shall be competent for the stockholders of such company, at their annual meeting, to supply the vacancy or select proper persons to conduct the election aforesaid. And if, at any time, it shall happen that an election of directors shall not be made at the time specified, the corporation shall not for that reason be dissolved, but it shall be lawful to hold and make such election of directors

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on any day within three months thereafter, by giving at least ten days' previous notice of the same, in manner aforesaid. In case of the death or resignation of a director, or failure to elect in case of a tie vote, the vacancy may be filled by the board of directors. At all elections by the stockholders, each share of stock shall entitle the holder thereof to one vote, and such ballot shall have endorsed thereon the number of shares thereby represented, but no share or shares transferred within sixty days next preceding any election, shall entitle the holder or holders thereof to vote at any such election, nor shall any proxy be received or entitle the holder to vote, unless the same shall bear date and have been duly executed within three months next preceding such election.

SECTION 10. At each annual meeting of the stockholders of such company, the president and directors of the preceding year shall exhibit to them, a full and complete statement of the affairs and proceedings of the company for such year, with all such matters as shall be necessary to convey to the stockholders a full knowledge of the condition and affairs of said company, and the said president and directors of every such company shall, whenever required, furnish to the legislature or either branch thereof a full and authentic report of their affairs and transactions, or such information relating thereto as may be demanded of them.

SECTION 11. The dividends of so much of the profits of such company as shall appear advisable to the directors, shall be declared in the months of July and January in each and every year, and be paid to the stockholders or their legal representatives, on application at the office of such company, and at any time after the expiration of ten days from the time of declaring the same; but the said dividends shall in no case exceed the amount of the net profits actually acquired by the company, so that the capital stock shall never be impaired thereby, and if the said directors shall make any dividend which shall impair the capital stock of the company, the directors consenting thereto, shall be liable in their individual capacities to such company for the amount of capital stock so divided, recoverable by action of debt as in other cases, and each director present when such dividend shall be declared, shall be considered as consenting thereto, unless he forthwith enter his protest on the minutes of the board and give public notice to the stockholders of the same.

SECTION 12. Every company organized under this act shall maintain an office, where said railroad is located for the transaction of its business, where transfers of its stock shall be made and books kept for inspection by its stock or bondholders.

SECTION 13. It is hereby made the duty of each railroad corporation incorporated under this act, to make out and return to the Auditor General an annual report, according to a form to be prescribed by the said Auditor General, embracing in detail the operations and affairs of the said corporation during the preceding year, up to and including the thirty-first day of October, and such other information as the said Auditor General shall direct; blank forms of the same to be forwarded by the said Auditor General to such railroad corporations, on or before the first day of October in each year. The said report to be attested by the oath or affirmation of the president or acting superintendent and the treasurer of the company, and to be forwarded to the Auditor General on or before the first day of December of each year; every such corporation which shall refuse or neglect to make such report, shall be liable to a penalty of five hundred dollars to the use of the commonwealth for every such refusal or neglect, to be sued for and recovered as debts of like amounts are or may be by law recovered.

SECTION 14. Any passenger railway company incorporated under this act shall have the right to use such portion of the track of any other company, already laid down, as may be necessary to construct a circuit upon its own road at the end thereof The length of track to be used, which shall be used only with the consent of the local authorities of the city, borough or township, in no event shall exceed five hundred feet in length of single track. Before any such use occurs compensation shall be paid to the corporation owning the track laid. In case of disagreement, the court of common pleas of the proper county, upon the petition of the corporation seeking the privilege, shall appoint five persons to view and assess the dam-

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ages, and report thereof make to the court, with the right to appeal now secured under section eight of article sixteen of the constitution, and of an act for the further regulation of appeals from assessment of damages to owners of property taken for public use, passed June thirteenth, one thousand eight hundred and seventy-four. If an appeal shall be taken, it shall be competent to pay into court the amount of said award, upon which payment the right to use said track shall vest and said sum shall await the final judgment on said appeal.

SECTION 15. No street passenger railway shall be constructed by any company incorporated under this act within the limits of any city, borough or township, without the consent of the local authorities thereof, nor shall any street passenger railway be incorporated hereunder, which shall not have a continuous route from the beginning to the end, forming a complete circuit with its own track, excepting the five hundred feet to be used under section fourteen hereof.

SECTION 16. Any company proposing to construct a street railway, or any branch or extension thereof, under the provisions of this act, shall in good faith commence the construction thereof within one year after the consent of the proper local authorities of the city, borough or township within which the same is located shall have been obtained, and shall be completed within two years thereafter, unless the time shall be extended by the authority aforesaid

SECTION 17. Any passenger railway company incorporated under this act shall have, and is hereby granted, power by its officers and servants to ascertain and define such route as they may deem expedient, over, upon and along any turnpike or turnpikes, not however exceeding sufficient width for two tracks to be laid down on, over and along such turnpike or turnpikes, and thereupon, on, over and along such turnpike or turnpikes, to lay down, construct and establish a track or tracks for its use in the transaction of its business, and thereupon to use the same in its general business: *Provided*, That before such passenger railway company shall enter upon and use any such turnpike or turnpikes in the laying of tracks and use of the same, it shall make compensation to the owner or owners thereof for such occupation and use of said turnpike or turnpikes, in the mode provided in section fourteen hereof.

SECTION 18. Any company incorporated under the provisions of this act shall have the right, in its construction, to cross at grade, diagonally or transversely, any railroad operated by steam or otherwise now or hereafter built.

SECTION 19. Street passenger railway companies in operating their roads, shall have the right to the street, and any wilful obstruction to the passage of their cars on their way between the stations, shall be punishable, on conviction before any magistrate, by a fine of not more than ten dollars for each offense, to be recovered as fines of like amount are now by law recoverable

SECTION 20. Any company heretofore incorporated under the provisions of an act relating to government of street railway companies in cities of the third, fourth and fifth classes, and in the boroughs and townships in the commonwealth, approved twenty-third day of May, Anno Domini one thousand eight hundred and seventy-eight, and under the provisions of an act relating to the government and regulation of street railway companies in cities of the second and third class in this commonwealth, approved the nineteenth day of March, Anno Domini one thousand eight hundred and seventy-nine, or any street passenger railway company heretofore existing under color of any charter or letters patent of the commonwealth, upon accepting the provisions of this act, in writing, under the seal of the corporation, filed in the office of the Secretary of the Commonwealth, shall thereupon become and be a body corporate hereunder, and shall be entitled to, and have possession of, all the privileges, franchises and powers conferred by this act upon corporations to be created under this act and all the properties, rights and privileges belonging to such corporation theretofore acquired by gift, grant, conveyance, municipal ordinance, assignment or otherwise, shall be and are hereby ratified, approved, confirmed and assured to such corporation, with like effect and to all intents and purposes as if the

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same had been originally acquired by and under authority of this act, and such corporation shall thereafter be governed solely by the provisions of this act, and the Governor shall forthwith cause new letters patent under this act to issue to such corporation under the same name as the company had in the charter under which it was originally incorporated: *Provided*, That such company shall be subject to all the contracts, duties and obligations, theretofore resting upon it or to which said company shall then be in any ways liable.

APPROVED—The 14th day of May, A. D. 1889.

JAMES A. BEAVER.

Comparing the consolidated tables compiled from the returns of these companies for the year ending June 30, 1890, with those in the last published report, it will be seen that there has been an increase in eighteen months in the capital stock "paid in" of $8,138,011.34, there being now a reported "paid in" capital of $26,665,578.59 The total funded and unfunded debt is now reported at $12,870,982.70, an increase of $2,744,443.52. The entire cost of the roads, together with equipments, is stated at $17,804,135.61, with a trackage of 586.61 miles. There are 10,712 horses now in use, an increase of but three during the year, notwithstanding the great expansion of street railway interests. This fact is significant as indicating that horses as a motive power are rapidly being superseded by the electric and cable systems. There has been an increase in the number of passengers carried during the year of 28,999,599, the total number being 219,505,616. The total receipts are given at $11,457,215.50, an increase of $1,392,832.89. The casualties were 20 persons killed and 118 injured.

CANALS.

There still remain nine canal companies in Pennsylvania which make annual reports to this department. Their returns for the year show a paid in capital of fifty-two and one-half millions of dollars, and a floating and bonded indebtedness of forty-seven and a half millions. The gross shipment of freight was 6,502,103 tons, a decrease of 1,072,523 tons during the year; and the total receipts were $2,749,533.33, which is $485,933.26 less than the previous year. The total expenses of operation were $800,853.03, a decrease of $172,881.51. In 1880 the canal corporations of the state reported receipts of $3,030,803.22 and expenses of operation of $893,210.18.

The more rapid means of transportation afforded by steam railways long ago checked the extension of canal navigation, and, while at one time the canals were the great channels through which the commerce of the state was carried, it has been obvious for some time that the necessities of our commercial interests would at no distant day render them of less importance in the transportation problem.

TELEGRAPHS AND TELEPHONES.

The capital stock of these companies represented in their returns as being paid in is $94,588,822.06, an increase during the year of $2,017,170.

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The total indebtedness, floating and funded, is $15,902,424.49, an increase of $3,205,946.36. It is a somewhat remarkable showing that while there is a capitalization paid in of ninety-four and a half millions, the entire cost of lines and equipments is only $4,346,836.40. The total length of lines of the companies whose lines are in whole or in part in Pennsylvania, and whose reports have been filed in this department, is 186,000 miles. These companies report 11,277 miles of lines in this state. The expenses of operating and maintenance during the year were $18,754,-932.51, an increase of about three and one-half millions over the preceding year; and the increase in the receipts was $2,055,130.16, the total receipts being $23,443,811.39.

NOT REPORTING.

The following-named companies failed to make report to this department for the year ending June 30, 1890 Most of the companies are those but recently chartered:

Ashbourn, Cheltenham and Philadelphia Railroad Company.
Allegheny and Kinzua Railroad Company.
Bloomsburg Belt Railroad Company.
Beech Creek and Hudson River Railroad Company.
Chest Creek Railway Company.
Cresson, Clearfield County and New York Short Route Railroad Company.
Ellwood Short Line Railroad Company.
Evergreen Railway Company.
Harrisburg and Western Railroad Company.
Hornellsville, Coudersport and Westport Railroad Company.
Mount Jewett, Kinzua and Wrightsville Railroad Company.
New York, Ridgway and Pittsburgh Railroad Company.
Pittsburgh, Beech Creek and Eastern Railway Company.
Pittsburgh, Beech Creek and New York Railroad Company.
Pennsylvania and West Virginia Railroad Company.
Shawmut and Brandy Camp Railroad Company.
Sinnemahoning and Sheffield Railroad Company.
Bellevue and Pittsburgh Street Railway Company.
Braddock Street Railway Company.
Butler Traction Company.
Central Passenger Railway Company, Pittsburgh, Pa.
Charleroi and Bellvernon Railway Company.
East End Street Railway Company, Pittsburgh, Pa.
Forbes Street Passenger Railway Company, Pittsburgh, Pa.
Glenshaw Street Railway Company, Pittsburgh, Pa.
Knoxville Street Railway Company, Pittsburgh, Pa.
Pittsburgh and Wilkinsburg Street Railway Company.
Point Breeze Street Railway Company.

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Sharpsburg, Etna and Aspinwall Street Railway Company.
Scranton Passenger Railway Company.
Tenth Street Railway Company, Pittsburgh, Pa.
Twin City Railway Company, Pittsburgh, Pa.
Washington Electric Street Railway Company.

CONSOLIDATIONS.

The following-named companies have been reported as merged, or consolidated during the year ending June 30, 1890:

Bell's Gap Railroad Company merged in the Pennsylvania and North Western Railroad Company.

Clearfield and Jefferson Railroad Company merged in the Pennsylvania and North Western Railroad Company.

Confluence and State Line Railroad Company merged in the Confluence and Oakland Railroad Company.

East End Passenger Railway Company consolidated with the Lancaster City Street Railway Company.

Forest City and State Line Railroad Company merged into the Scranton and Forest City Railroad Company.

Greensburg and Suburban Street Railway Company merged with the Greensburg and Hempfield Electric Company.

Kinzua Creek Railroad Company merged in the Allegheny and Kinzua Railroad Company.

Lebanon Belt Railroad Company consolidated with the Cornwall and Lebanon Railroad Company.

Observatory Hill Passenger Railway Company merged into the Federal Street and Pleasant Valley Passenger Railway Company.

People's Park Passenger Railway Company merged with the Federal Street and Pleasant Valley Passenger Railway Company.

Scranton and Forest City Railroad Company merged with the Ontario, Carbondale and Scranton Railroad Company.

Abandoned.

The following-named roads have been abandoned by decree of court, forfeiture of corporate rights, annulling of charter, etc.

Bellefonte and Eastern Railway Company.
Bethlehem and Belvidere Railroad Company.
Easton and Bangor Railway Company.
Newry Railroad Company.
New Castle Railroad and Mining Company.
Mount Gretna Narrow Gauge Railway Company.
Pittsburgh East End Railroad Company.
Pittsburgh and North Eastern Railroad Company.
State Line and Middlesex Railroad Company.

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Tionesta and Clarion Railroad Company.

The Keystone Coal Company's Railroad has been stricken from the record for the reason that it is not an incorporated company.

The following reports from companies were received too late to be either tabulated or printed in the annual report:

Easton and Northern Railroad Company.

Harrisburg and Easton Railroad Company.

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REPORTS OF

STEAM RAILROAD COMPANIES.

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REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: July 21, 1887.

By what authority incorporated: Chapter 917 of the laws of 1869 of the State of New York, and an act of the State of Pennsylvania of March 24, 1865.

If a consolidated company, name the constituent companies: Addison and Pennsylvania Railway Company of the State of New York, and the Addison and Pennsylvania Railway Company of the State of Pennsylvania, "Consolidated," and took possession of said railway and property from Addison, N. Y., to Gaines, Pa., August 1, 1887.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
T. C. Platt.	New York, N. Y.	Theo. Wood.	New York, N. Y.
Wm. E. Brookfield.	New York, N. Y.	Chas. L. Pattison.	Elkland, Pa.
James E. Jones.	New York, N. Y.	James Horton.	Westfield, Pa.
George R. Sheldon.	New York, N. Y.	W. S. Garner.	New York, N. Y.
R. W. Clinton.	Newark Valley, N. Y.	Frank M. Baker.	Owego, N. Y.
Frank H. Platt.	New York, N. Y.		

Postoffice address of general office: Addison, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	T. C. Platt.	New York, N. Y.
Secretary.	James E. Jones.	New York, N. Y.
Treasurer.	George R. Sheldon.	New York, N. Y.
Auditor.	F. R. Wimer.	New York, N. Y.
General Passenger Agent.	Frank M. Baker.	Addison, N. Y.
General Ticket Agent.		
General Freight Agent.		
General Superintendent.		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Addison and Pennsylvania railway.	Addison, N. Y.	Gaines, Pa.	41	30.05
New York and Northern Pennsylvania.	Gaines.	Galeton, Pa.	5.5	5.05
Total mileage operated.			46.5	36

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BONDS OWNED.

Total amount held,	$40,000 00
Income or interest received,	3,400 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,317,519 98	Capital stock,	$590,500 00
Cash and current assets,	5,791 44	Funded debt,	487,939 37
Profit and loss,	32,524 05	Current liabilities,	256,725 23
Total,	$1,355,835 47	Accrued interest on funded debt not yet payable,	8,270 83
		Accrued interest on funded debt due,	11,400 04
		Sundries,	1,000 00
		Total,	$1,355,835 47

CONTRACTS, AGREEMENTS, ETC.

Agreement with Wells, Fargo & Co. Express Company to transport express goods for 25 cents per 100 pounds, 15 cents per $1,000.00 on money.

Mail transported at $2,846.04 per annum.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$2,400 00	
General office clerks,	2		$1 50
Station agents,	11		1 54
Enginemen,	4		2 50
Firemen,	4		1 54
Conductors,	4		2 50
Other trainmen,	8		1 54
Machinists,	5		2 00
Carpenters,	5		1 60
Section foremen,	11		1 54
Other trackmen,	65		1 10
Switchmen, flagmen and watchmen,	1		1 54
Telegraph operators and dispatchers,	4		1 15
All other employes and laborers,	13		1 35
Total,	138		
Distribution of above:			
General administration,	18		
Maintenance of way and structures,	81		
Maintenance of equipment,	5		
Conducting transportation,	34		
Total,	138		
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	98		
Total yearly compensation of employes in Pennsylvania,		$40,500 00	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	2	1
Trestles:		
Number,	67	62
Aggregate length,	11,725	10,850
Telegraph:		
Miles of line operated by this company,	46	354

Gauge of track, 3 feet.

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QUESTIONS FOR GENERAL INFORMATION.

The Addison and Pennsylvania Railway Company during the year covered by these reports was damaged very seriously by extensive floods.

For nearly three (3) months a portion of the line was closed.

ALLEGHENY VALLEY RAILROAD COMPANY.

Date of organization: February 12, 1852.

By what authority incorporated: State of Pennsylvania.

If a consolidated company, name the constituent companies: Not a consolidated company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry D. Welsh	Philadelphia	April 9, 1891.
George B. Roberts	Philadelphia	do.
Jos. N. DuBarry	Philadelphia	do.
John P. Green	Philadelphia	do.
A. J. Cassatt	Philadelphia	do.
N. P. Shortridge	Philadelphia	do.
Wm. A. Patton	Philadelphia	do.
Chas. E. Speer	Pittsburgh	do.
B. H. Ruble	Pittsburgh	do.

Date of last meeting of stockholders for election of directors: April 8, 1890.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver	Wm. H. Barnes	Pittsburgh, Pa.
President	Henry D. Welsh	Philadelphia, Pa.
Secretary, Treasurer	Thos. R. Robinson	Pittsburgh, Pa.
Chief Engineer	Frank M. Ashmead	Pittsburgh, Pa.
General Solicitor, Attorney or Counsel	Hampton, Scott & Gordon	Pittsburgh, Pa.
Auditor	T. F. Brown	Pittsburgh, Pa.
General Passenger Agent, General Ticket Agent	James P. Anderson	Pittsburgh, Pa.
General Freight Agent	C. S. McCargo	Pittsburgh, Pa.
General Superintendent	David McCargo	Pittsburgh, Pa.
Division Superintendent	C. B. Price	Pittsburgh, Pa.
Division Superintendent	I. B. Rumsey	Reynoldsville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Main Line—				
River Division	Pittsburgh	Oil City	132.50	132.50
Low Grade Division	Red Bank	Driftwood	109.70	109.70
Branch Line—				
Sligo Branch	Sligo Junction	Sligo	10.20	10.20
Plum Creek Branch	Verona	Coal Works	7.90	7.90
Total mileage operated			260.30	260.30

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STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Buffalo and South Western Railroad Company.	$235,916 67	1 per ct.	$2,359 17

GENERAL BALANCE SHEET.

DR.		CR	
Cost of road.	$21,683,452 77	Capital stock.	$2,166,500 00
Cost of equipment.	2,396,087 53	Funded debt.	25,928,600 00
Stocks of other companies owned. .	235,916 67	Current liabilities.	7,308,059 48
Cash and current assets.	730,412 59	Accrued interest on funded debt not yet payable.	175,000 00
Old accounts likely to be charged to profits and loss.	260,125 10	Bonds and mortgages on real estate.	124,731 40
Profit and loss.	10,436,896 22		
Total.	$35,702,890 88	Total.	$35,702,890 88

IMPORTANT CHANGES DURING THE YEAR.

The trustees of the income bonds issued, during the year, $900.00 of income bonds for income coupon scrip and orders redeemed by them.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays us 40 per cent. of their gross receipts.

United States Post Office Department pays us a specified amount quarterly, subject to change, from time to time, according to weight of mail.

Pullman Palace Car Company runs cars on our line, keeping up all repairs, and charging for seats and berths.

No special arrangements with freight or transportation companies.

No special arrangements with other railroad companies, other than for through manifesting and monthly settlements.

Have agreement with Western Union Telegraph Company, by which they pay a stated amount per mile, and 50 per cent. of net receipts at local stations.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
General mortgage.	Pittsburgh. .	Oil City. . .	132.50	$30,188 68	All.	. . . . .
First mortgage, lower grade division.	Red Bank. .	Driftwood. .	109.70	91,157 70	. . .	. . . . .
Second mortgage, lower grade-division.	Red Bank. .	Driftwood. .	109.70	20,054 69	. . .	. . . . .
Income.	. . . . .	. . . . .	. . . . .	. . . . .	. . .	Net income.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation (per class).
General officers	8	$27,690 00	.....
General office clerks	50	40,733 62	$130 14
Station agents	91	37,928 71	121 18
Other station men	116	42,965 92	137 27
Enginemen	70	67,823 73	216 69
Firemen	75	38,517 73	123 19
Conductors	67	57,265 16	182 95
Other trainmen	205	98,387 89	314 33
Machinists	62	34,975 26	111 74
Carpenters	76	48,679 27	155 52
Other shopmen	249	122,448 01	391 21
Section foreman	56	30,540 00	97 57
Other trackmen	509	183,673 21	586 81
Switchmen, flagmen and watchmen	21	8,608 20	27 50
Telegraph operators and dispatchers	41	24,563 94	78 48
All other employes and laborers	202	108,391 62	346 30
Total	1,898	$973,192 27	$3,109 24
Distribution of above:			
General administration	58	$68,423 62	$218 50
Maintenance of way and structures	565	214,213 21	684 38
Maintenance of equipment	387	206,102 54	658 47
Conducting transportation	888	484,452 90	1,547 89
Total	1,898	$973,192 27	$3,109 24
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,898	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$973,192 27	$3,109 24

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	19	19
Number iron	22	22
Number wooden	115	115
Trestles:		
Aggregate length (feet)	2,095	2,095
Tunnels:		
Number	5	5
Maximum length	1,936	1,936
Minimum length	410	410
Aggregate length of all tunnels	4,319	4,319
Telegraph:		
Miles of line owned by this company	252	252
Miles of wire owned by this company	386	386
Miles of line operated by Western Union Telegraph Company	175	175
Miles of wire operated by Western Union Telegraph Company	175	175

Gauge of track ..... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station at Pittsburgh, owned by Pennsylvania railroad; freight and passenger station at West Penn Junction, owned by Pennsylvania railroad; freight and passenger station at Driftwood, owned by Pennsylvania railroad; passenger station at Oil City, owned by Western New York and Pennsylvania railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger and freight traffic: Trunk Line Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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ALLENTOWN RAILROAD COMPANY.

Date of organization: April 19, 1853.

By what authority incorporated: Special acts, April 19, 1853; April 20, 1853; April 13, 1854; May 8, 1854; February 27, 1855; April 28, 1857; March 24, 1860; March 25, 1861; April 1, 1863; April 6, 1867.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. DeB. Keim	Philadelphia	Second Monday in January, 1891.
S. A. Caldwell	do.	do. do.
A. A. McLeod	do.	do. do.
A. J. Antelo	do.	do. do.
Thomas Cochran	do.	do. do.
S. R. Shipley	do.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Austin Corbin	Philadelphia.
Vice President	A. A. McLeod	Philadelphia.
Secretary	Howard Hancock	Philadelphia.
Treasurer	John Welsh	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATIONS.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Railroad	Topton	Kutztown	Philadelphia and Reading Railroad Company	4.50	4.50

Allentown railroad is controlled and operated by the Philadelphia and Reading Railroad Company. They pay all expense of operating, and to this company as rental 30 per cent. of the gross receipts. Verbal contract.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,085,747 94	Capital stock	$1,268,884 47
Cash and current assets	10,640 24	Current liabilities	12,745 37
Profit and loss	185,241 66		
Total	$1,281,629 84	Total	$1,281,629 84

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$240 00	.....

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: Under act of April 4, 1888, and supplements thereto.

Operated by the Central Railroad Company of New Jersey, and Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George F. Baer,	Reading,	January 12, 1891.
A. A. McLeod,	Philadelphia,	do.
Jos. S. Harris,	Philadelphia,	do.
J. Rogers Maxwell,	New York,	do.
George F. Baker,	New York,	do.
Albert Foster,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Operating companies—Central Railroad Company of New Jersey, 119 Liberty street, New York; Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	Philadelphia.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Terminal Railroad.	Schreiber's Mills.	Connection with Lehigh and Susquehanna Railroad.	Central Railroad Company of New Jersey, Philadelphia and Reading Railroad Company.	3.391	3.391

The Allentown Terminal railroad was leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company July 10, 1889, for the term of 999 years at an annual rental of $40,500.

The Lehigh Coal and Navigation Company assigned the lease under the same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$825,941 12	Capital stock	$450,000 00
Cash and current assets	98,083 59	Funded debt	450,000 00
		Current liabilities	3,674 71
Total	$924,024 71	Accrued interest on funded debt and dividends not yet payable	20,350 00
		Total	$924,024 71

EMPLOYES AND SALARIES.

General officers: President, Secretary and Treasurer; no yearly compensation.

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.

By what authority incorporated: Under general law of State of Pennsylvania passed April 4, 1868.

Certificate filed January 12, 1881.

If a consolidated company, name the constituent companies: Not a consolidated company.

Operated by Tioga Railroad Company, to whom it was leased for ninety-seven years from July 1, 1882.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Hines	Scranton, Pa.	Second Tuesday in July, 1890.	
M. F. Elliott	Wellsboro', Pa.	do.	do.
S. M. Felton, Jr.	21 Cortlandt street, New York city	do.	do.
A. E. Botchford	Blossburg, Pa.	do.	do.
T. C. Peck	Blossburg, Pa.	do.	do.
J. Lowber Welsh	Philadelphia, Pa	do.	do.

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Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1889.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Hines	Scranton, Pa.
Secretary	A. R. Macdonough	New York city.
Treasurer	Edward White	New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tioga Railroad Company March 6, 1883, for the period of ninety-seven years, beginning on the first of July, 1882, at a rental of $12,750.00 per annum, in semi-annual payments on the first days of January and July, to be paid directly to the stockholders at the rate of five dollars per annum upon each share.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$258,350 74	Capital stock	$255,000 00
		Advances for construction	3,350 74
Total	$258,350 74	Total	$258,350 74

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania
Bridges:		
Number wooden	7	7
Trestles:		
Number	5	5
Aggregate length	187 feet.	187 feet
Telegraph:		
Miles of line operated by this company	11.83	11.83
Miles of wire operated by this company	11.83	11.83

Gauge of track, ... 4 ft. 8½ in.

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: March 25, 1861.

By what authority incorporated: Act approved March 25, 1861.

If a consolidated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company and the Moshannon Railroad Company were merged into Bald Eagle Valley Railroad Company, March 22, 1881; the Bellefonte, Nittany and Lemont Railroad Company, August 1, 1889.

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The Bellefonte and Snow Shoe Railroad Company was incorporated as the Allegheny and Bald Eagle Railroad Coal and Iron Company, June 12, 1839, (supplement May 2, 1855). Name changed March 24, 1859,) supplement February 16, 1865).

The Moshannon Railroad Company incorporated April 11, 1863. Supplement April 14, 1864.

Operated by Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Curtin,	Bellefonte, Pa.,	April 7, 1891.
Wistar Morris,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood,	do.
Henry D. Welsh,	Philadelphia,	do.
Wm. L. Elkins,	Philadelphia,	do.
Oliver H. Reighard,	Williamsport, Pa.,	do.
Wm. A. Patton,	Philadelphia,	do.
C. A. Mayer,	Lock Haven, Pa.,	do.
Daniel Rhoads,	Bellefonte, Pa.,	do.
J. Wesley Gephart,	Bellefonte, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 8, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To			
Bald Eagle Valley railroad.	Vail.	Lock Haven.	Pennsylvania Railroad Co.	51.20	51.20
Bellefonte branch,				2.99	2.99
Snow Shoe branch,				22.22	22.22
Sugar Camp branch,				3.12	3.12
Nittany branch,				9.45	9.45
Total mileage,				88.98	88.98

Lease to the Pennsylvania Railroad Company, dated December 7, 1864, for ninety-nine years, from July 1, 1864. Lessee maintains and operates the road and pays to the lessor 40 per cent. of the gross earnings.

The Nittany branch is operated by the Pennsylvania Railroad Company, and the net earnings are paid to the Bald Eagle Valley Railroad Company.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Blanchard & Stewart purchase money bonds,	$75,000 00	6 per ct.	

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STOCKS OWNED.

Total par value of Bald Eagle Valley Railroad Company, ... $128,750 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,853,551 03	Capital stock,	$1,535,000 00
Bonds of other companies owned,	75,000 00	Funded debt,	360,000 00
Stocks owned,	128,750 00	Sinking fund,	40,000 00
Cash and current assets,	262,873 52	Current liabilities,	10,119 67
		Profit and loss,	375,054 88
Total,	$2,320,174 55	Total,	$2,320,174 55

IMPORTANT CHANGES DURING THE YEAR.

August 1, 1889, the Bellefonte, Nittany and Lemont Railroad Company was merged into and consolidated with the Bald Eagle Valley Railroad Company.

April 1, 1890, $4,000 appropriated to sinking fund. Four first mortgage bonds purchased and cancelled.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Vail,	Lock Haven,	51.20	. . . . .
Branches,	. . . . .	. . . . .	37.78	. . . . .
Total,	. . . . .	. . . . .	88.98	$4,495 39

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$600 00	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	22	22
Number wooden,	39	39
Trestles:		
Number,	13	13
Aggregate length (feet),	2,417	2,417
Telegraph:		
Miles of lines owned by this company,	80.75	80.75
Miles of wire owned by this company,	87.45	87.45
Miles of line operated by Pennsylvania Railroad Company (Lessee),	80.75	80.75
Miles of wire operated by Pennsylvania Railroad Company (Lessee),	87.45	87.54

Gauge of track, ... 4 ft. 9 in.

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QUESTIONS FOR GENERAL INFORMATION.

1. What provision, if any, has been made by this road for the payment of its funded debt: Appropriation to sinking fund $4,000 per annum.

2. What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? None.

3. Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

4. Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: 1878.
By what authority incorporated: Pennsylvania.
Operated by Western Maryland Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. N. Snively,	Waynesboro', Pa.,	January, 1891.
Jas. Price,	Waynesboro', Pa.,	do.
Simon Lecron,	Waynesboro', Pa.,	do.
J. J. Miller,	Waynesboro', Pa.,	do.
Daniel Hoover,	Waynesboro', Pa.,	do.
J. M. Hood,	Baltimore, Md.,	do.
W. A. Boyd,	Baltimore, Md.,	do.

Date of last meeting of stockholders for election of directors: January, 1890.
Postoffice address of general office: Waynesboro', Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	I. N. Snively,	Waynesboro', Pa.
Secretary,	J. J. Miller,	Waynesboro', Pa.
Treasurer,	Jas. Price,	Waynesboro', Pa.
Auditor and General Ticket Agent,	J. D. Whittington,	Baltimore, Md.
General Manager,	J. M. Hood,	Baltimore, Md.
General Passenger Agent, General Freight Agent,	B. H. Griswold,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Baltimore and Cumberland Valley Railroad Company.	State Line, Md.	Waynesboro', Pa.	Western Maryland Railroad Company.	4 55	4.55

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION—CONTINUED.

Leased to the Western Maryland Railroad Company for a period of fifty years (6 per cent. interest on $72,800 first mortgage bonds), computing from the first day of July A. D., 1879, fully to be complete and ended, the Western Maryland Railroad Company paying to this company for the same, an annual rental of $4,368, and that payable in equal semi-annual instalments of two thousand one hundred and eighty-four dollars, each, on the first days of January and July in each year, computing from the first day of July, 1880, over and above all affects and discounts for taxes and assessments.

Western Maryland Railroad Company has right to purchase at expiration of lease, or renew lease, for a like term of fifty years, to commence from the expiration of this lease and containing the same terms, covenants and provisions as those contained in this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned, shall be less than 6 per cent. then the rent to be reserved shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially contain like covenants for the privilege of purchase, or the obtaining of a new lease.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	State Line, Md.,	Waynesboro', Pa.	4.55	$16,000 00

EMPLOYES AND SALARIES.

Included in report of Western Maryland Railroad.

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number iron.	1	1
Number wooden.	4	4
Trestles:		
Number.	4	4
Aggregate length (feet).	1,501	1,501

Gauge of track, ... 4 ft. 8½ in.

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BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Date of organization: 1880.
By what authority incorporated: State of Pennsylvania.
Operated by Western Maryland Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. J. Foley	Baltimore, Md.	January, 1891.
J. M. Hood	Baltimore, Md.	do.
Geo. B. Cole	Shippensburg, Pa.	do.
Jno. P. Culbertson	Chambersburg, Pa.	do.
W. F. Eyster	Chambersburg, Pa.	do.
J. W. Humbird	Cumberland, Md.	do.
C. W. Humrichouse	Williamsport, Md.	do.

Date of last meeting of stockholders for election of directors: January, 1890.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	David Wills	Gettysburg, Pa.
Secretary	T. M. Mahon	Chambersburg, Pa.
Treasurer	D. J. Foley	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Extension Company	Waynesboro', Pa.	Shippensburg, Pa.	Western Maryland Railroad Company	...	26.52

Leased to Western Maryland Railroad Company for a period of fifty years for seven per cent. interest on $270,000 stock, and six per cent. interest on $230,000 first mortgage bonds.

Date of lease, July 1, 1881. Expiration of lease, July 1, 1931, with privilege of renewal for like period, or periods.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles.				
First mortgage	Waynesboro', Pa.	Shippensburg, Pa.	26.52	$8,672 70	None.	None.	None.

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EMPLOYES AND SALARIES.

Included in operations of Western Maryland Railroad.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	4	4
Number wooden	10	10
Trestles:		
Number	12	12
Aggregate length	3,267 feet.	3,267 feet.
Gauge of track		4 ft. 8½ in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization: Created by merger September 20, 1886.

By what authority incorporated: General railroad laws of Pennsylvania, acts of 1849 and 1868; general railroad laws of Maryland, act of assembly, 1876. Chapter 242.

If a consolidated company, name the constituent companies: Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company, and Bachman Valley Railroad Company of Pennsylvania.

Operated by Western Maryland Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. M. Hood	Baltimore, Md.	January 13, 1891.
W. S. Rayner	Baltimore, Md.	do.
C. W. Slagle	Baltimore, Md.	do.
David Wills	Gettysburg, Pa.	do.
Reuben Young	Hanover, Pa.	do.
H. E. Young	Hanover, Pa.	do.
W. H. Vickery	Woodensburg, Md.	do.
L. P. Prockley	Hanover, Pa.	do.
R. M. Wirt	Hanover, Pa.	do.
Jerome L. Royer	Columbia, Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. W. Eichelberger	Hanover, Pa.
Vice-President, Secretary, Treasurer	R. M. Wirt	Hanover, Pa.
Chief Engineer	J. M. Hood	Baltimore, Md.
General Solicitor, Attorney or Counsel	David Wills	Gettysburg, Pa.
Auditor	J. D. Whitlington	Baltimore, Md.
General Manager	J. M. Hood	Baltimore, Md.
General Passenger Agent, General Freight Agent	B. H. Griswald	Baltimore, Md.
General Superintendent	J. M. Hood	Baltimore, Md.
Division Superintendent	H. D. Scott	Hanover, Pa.
Division Freight and Passenger Agent	Jos. Leib	Hanover, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Baltimore and Harrisburg railway.	Emory Grove, Md.	Gettysburg, Pa.	51.20	.....
Baltimore and Harrisburg railway.	Valley Junction, Pa.	Hanover Junction, Pa.	6 00	.....
Baltimore and Harrisburg railway.	Intersection.	State Line.	1.30	.....
Baltimore and Harrisburg railway.	Gettysburg, Pa.	Outanna, Pa.	7.50	.....
Berlin Branch railway.	Berlin Junction.	East Berlin.	7.00	.....
Bachman Valley of Maryland.	State Line.	Ebbvale.	5.00	.....
Total milage operated.	.....	.....	78.00	.....

Berlin Branch Railroad Company, no contract, but train service is performed by the Baltimore and Harrisburg Railway Company, @ 40 cents per mile.

Gauge of track 4 feet 8½ inches.

Bachman Valley Railroad Company of Maryland, no contract, but train service is performed by the Baltimore and Harrisburg Railway Company, @ 40 cents per mile.

Gauge of track 4 feet 8½ inches.

BONDS OWNED.

Berlin Branch Railroad of Pennsylvania, 29 bonds, $500 each, ... $14,500 00
Unproductive.

STOCKS OWNED.

Frederick and Pennsylvania Line Railroad Company, 400 shares, . . . $20,000 00
Berlin Branch Railroad Company of Pennsylvania, 106 shares, ... 5,300 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, Cost of equipment.	$1,452,609 70	Capital stock.	$720,000 00
Other permanent investments.	36,466 92	Funded debt.	690,000 00
Cash and current assets.	14,980 10	Current liabilities.	71,347 50
Sundries.	5,476 21	Accrued interest on funded debt not yet payable.	4,587 50
		Profit and loss.	23,597 93
Total.	$1,509,532 93	Total.	$1,509,532 93

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States Government $4,361.52 per annum.

Traffic arrangements for inter-change of freight with Gettysburg and Harrisburg Railroad, Baltimore and Ohio Railroad, and Pennsylvania Railroad, upon agreed per cent.

Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.
First mortgage, Bachman Valley railroad.	Intersection.	State Line.	1.3	
First mortgoge, Bachman Valley railroad.	Valley Junction.	Lineboro'.	8.8	
First mortgage, Hanover Junction, Hanover and Gettysburg railroad.	Hanover Junction.	Outanna.	37.3	$10,375 94
Baltimore and Hanover railroad.	Emory Grove.	Lineboro'.	19	

Baltimore and Harrisburg Railroad, general mortgage upon all the above.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office,	4	$4,020 00	.....
General office clerks,	1	540 00	$1 50
Motive power clerks,	1	600 00	1 67
Station agents,	21	3,125 80	41
Other station men,	4	816 00	06
Enginemen,	5	3,792 00	2 45
Firemen,	5	2,484 00	1 60
Conductors	5	3,500 00	2 13
Other trainmen,	9	2,120 00	76
Machinists,	4	2,154 50	1 74
Carpenters,	6	2,635 00	1 42
Other shopmen,	10	3,507 30	1 09
Section foremen,	15	6,300 00	1 35
Other trackmen,	96	29,208 00	1 00
Telegraph operators and dispatchers,	5	1,206 00	67
All other employes and laborers,	3	648 00	58
Total,	194	$66,456 60	.....
Distribution of above:			
General administration,	6	$5,160 00	.....
Maintenance of way and structures,	111	35,508 00	.....
Maintenance of equipment,	20	8,296 80	.....
Conducting transportation,	57	17,491 80	.....
Total,	194	66,456 60	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	9	8
Number iron,	2	2
Number wooden,	52	34
Trestles:		
Number,	1	1
Aggregate length,	25 feet.	25 feet.

Gauge of track, ... 4ft. 8½ in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY, WESTERN EXTENSION.

Date of organization: April 30, 1888.
By what authority incorporated: By the Commonwealth of Pennsylvania.
Operated by Baltimore and Harrisburg Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. C. Musselman,	Fairfield, Pa.,	January 14, 1891.
W. F. Burchoof,	Blue Ridge Summit, Pa.,	do.
J. Emory Bair,	Gettysburg, Pa.,	do.
Andrew Marshall,	Fairfield, Pa.,	do.
John A. Livers,	Gettysburg, Pa.,	do.
Charles H. Buehler,	Gettysburg, Pa.,	do.

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Date of last meeting of stockholders for election of directors: January 14, 1890.
Postoffice address of general office: Gettysburg, Pa.
Postoffice address of operating company: Hanover, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	David Wills	Gettysburg, Pa.
Secretary	W. P. Quinsley	Gettysburg, Pa.
Treasurer	J. S. Harden	Baltimore, Md. (deceased).

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To—			
Baltimore and Harrisburg Railway Company, Western Extension.	Outanna, Pa.	Highfield, Md.	Baltimore and Harrisburg Railway Company.	15	15

Leased to Western Maryland Railroad Company for fifty years beginning from the first day of June, 1889.

Annual rental, $12,000.00; five per cent. interest on $240,000.00 bonds; interest payable May and November.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line
	From—	To—	Miles.	
First mortgage	Outanna, Pa.	Highfield, Md.	15	$16,000 00

EMPLOYES AND SALARIES.

Included in operations of Baltimore and Harrisburg Railway Company.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	2	2
Number iron	1	1
Number wooden	2	2
Trestles:		
Number	1	1
Aggregate length	355 feet.	355 feet.
Tunnels:		
Number	1	1
Maximum length	540 feet.	540 feet.
Minimum length	540 feet.	540 feet.
Aggregate length of all tunnels	540 feet.	540 feet.

Gauge of track, ... 4 ft. 8½ in.

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BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: States of Pennsylvania and Delaware.

If a consolidated company, name the constituent companies: Delaware and Western Railroad Company, and Baltimore and Philadelphia Railway Company consolidated February 17, 1883.

The Wilmington and Western Railroad Company was organized under laws of State of Delaware, February 5, 1867. Amendments March 10, 1869; March 24, 1871; January 30, 1873; March 3, 1873. Laws of Pennsylvania April 17, 1869. Amendments March 9, 1872; March 26, 1873; April 13, 1870. This road was sold under a decree of the United States Circuit Court for Delaware, made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania March 24, 1865. Laws of Delaware February 22, 1877.

Baltimore and Philadelphia Railway Company was organized under letters patent from State of Pennsylvania January 31, 1883, under laws of Pennsylvania, dated April 4, 1868. Supplement June 8, 1874.

Operated by Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas M. King	Pittsburgh, Pa.	December 9, 1890.
J. B. Washington	Pittsburgh, Pa.	do. do.
Geo. DeB. Keim	Philadelphia, Pa.	do. do.
J. Vansant Smith	Philadelphia, Pa.	do. do.
Theo. Frothingham	Philadelphia, Pa.	do. do.
J. T. Odell	Baltimore, Md.	do. do.
Wm. M. Canby	Wilmington, Del.	do. do.
Wm. Canby	Wilmington, Del.	do. do.
Henry A. Dupont	Wilmington, Del.	do. do.

Date of last meeting of stockholders for election of directors: December 10, 1889.

Postoffice address of general office: Wilmington, Del., and Philadelphia, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas M. King	Pittsburgh, Pa.
Vice President	J. T. Odell	Baltimore, Md.
Secretary	J. C. Farra	Wilmington, Del.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.
General Manager	J. T. Odell	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Baltimore and Philadelphia Railroad Company.	State line Maryland and Delaware.	P. and R. R. Junction, Philadelphia, Pa.	Baltimore and Ohio Railroad Company.	36.8	15.7
Landenberg branch. . . .	West Junction, Delaware.	Landenberg, Pa.	Baltimore and Ohio Railroad Company.	14.3	2
Market street branch, . .	W. and N. R. R. Junction, Wilmington, Del.	Market street station, Wilmington, Del.	Baltimore and Ohio Railroad Company.	3	. . . .
South side extension. . . .	West Yard Junction, Wilmington, Del.	Atlantic Refining Company, Wilmington, Del.	Baltimore and Ohio Railroad Company.	2	. . . .
Total mileage. . . .	. . . . .	. . . . .	. . . . .	56.1	17.7

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts, and after deducting expenses, apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to stockholders.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$9,840,000 00	Capital stock, ...	$4,996,850 00
Cost of equipment, ...	20,953 83	Delaware and Western stock, to be retired, ...	3,150 00
Profit and loss, ...	1,725,965 90	Funded debt, ...	4,840,000 00
Total, ...	$11,586,919 73	Current liabilities, ...	1,746,919 73
		Total, ...	$11,586,919 73

CONTRACTS, AGREEMENTS, ETC.

Contract with the Baltimore and Ohio Railroad Company, the Philadelphia and Reading Railroad Company, the Schuylkill River East Side Railroad Company, and the Central Railroad Company of New Jersey to establish a through line of railway between Washington, Baltimore, Philadelphia and New York.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	WHAT ROAD MORTGAGED. Miles.	Amount of mortgage per mile of line.
First mortgage, £1,000,000.	Boundary line between States of Maryland and Delaware where it connects with the Philadelphia branch of the Baltimore and Ohio.	Its terminus in Philadelphia, State of Pennsylvania.	36.8	. . . . .
	And the branch line from its main line near Wilmington, Del.	To Landenberg, Pa. .	19.3	. . . . .
			56.1	$86,274 51

EMPLOYES AND SALARIES.

This road operated by the Baltimore and Ohio Railroad Company, and this information reported by them.

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	26	9
Number wooden,	14	.....
Trestles:		
Number,	3	3
Aggregate length,	1,261 feet.	1,261 feet.
Tunnels:		
Number,	1	1
Aggregate length of all tunnels,	625 feet.	625 feet.

Gauge of track, ... 4 ft. 8½ in

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under general railroad law of Pennsylvana, 1868, and its various supplements.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.		
John I. Blair,	Blairstown, N. J.	Second Tuesday in May, 1891.		
C. Miller,	Bangor, Pa.,	do.	do.	do.
L. C. Blair,	Belvidere, N. J.,	do.	do.	do.
Geo. W. Mackey,	Bangor, Pa.,	do.	do.	do.
Jacob E. Long,	Bangor, Pa.,	do.	do.	do.
John Buzzard,	Bangor, Pa.,	do.	do.	do.
J. Moore,	Portland, Pa.,	do.	do.	do.
Jno. I. Miller,	Portland, Pa.,	do.	do.	do.
Wm. Bray,	East Bangor, Pa.,	do.	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1890.

Postoffice address of general office: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Miller,	Bangor, Pa.
Vice President,	L. C. Blair,	Belvidere, N. J.
Secretary,	Geo. W. Mackey,	Bangor, Pa.
Treasurer,	Jno. I. Miller,	Bangor, Pa.
General Solicitor, Attorney or Counsel,	Geo. W. Mackey,	Bangor, Pa.
Auditor,	W. M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.
General Passenger Agent,	Chas. N. Miller,	Bangor, Pa.
General Ticket Agent,	Chas. N. Miller,	Bangor, Pa.
General Freight Agent,	Chas. N. Miller,	Bangor, Pa.
Superintendent of Transportation,	J. J. Heintzelman,	Bangor, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Bangor and Portland Railway, . . .	Portland, Pa., ...	Nazareth, Pa., ...	27.97	. . . . .
	Nazareth Junction, .	Martin's Creek, . . .	4.54	32.51
Total mileage operated, ...	. . . . .	. . . . .	32.51	32.51

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$367,517 91	Capital stock, ...	$121,100 00
Cost of equipment, ...	87,800 00	Funded debt, ...	318,900 00
Cash and current assets, ...	282 79	Profit and loss, ...	15,600 70
Total, ...	$455,600 70	Total, ...	$455,600 70

CONTRACTS, AGREEMENTS, ETC.

Contracts between U. S. Ex. Co. and our company: We to receive (⅓) one-third of the earning over D., L. & W., and B. & P. roads.

Contract between U. S. Government and our company for carrying the mail: We receive about $139.98 per month.

Contract between D., L. & W. R. R. and our company: We receive one-third (⅓) and pro rata on blocks of fifty (50) miles each for freight in less carloads, and three (3) and four (4) cents for carloads, per hundred pounds.

Contract with P. R. R. Co.: We receive same as from D., L. & W. R. R. on less carloads, and seventy (70) cents per ton on carloads.

Contract with Pennsylvania Telephone Company: We pay (30) thirty dollars per year for each set of instruments.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	WHAT ROAD MORTGAGED. Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
First mortgage bond, ...	Portland, ... Nazareth Junction,	Nazareth, ... Martin's Creek, .	32.51	$9,809 29	All.

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EMPLOYES AND SALARIES.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$3,622 40	. . . . .
Station agents,	12	3,296 11	$1 30
Enginemen,	3	2,413 28	2 20
Firemen,	3	1,535 80	1 40
Conductors,	3	1,294 15	1 20
Other trainmen,	5	2,459 27	1 40
Machinists,	1	750 00	2 50
Carpenters,	1	480 00	2 00
Other shopmen,	2	800 00	1 25
Section foremen,	7	3,120 00	1 72
Other trackmen,	36	7,128 00	1 10
Switchmen, flagmen and watchmen,	2	723 16	1 10
All other employes and laborers,	40	2,948 60	1 10
Total,	119	$31,210 77	$1 69
Distribution of above:			
General administration,	4	$3,622 40	$3 00
Maintenance of way and structures,	83	13,196 60	1 30
Maintenance of equipment,	4	2,050 00	1 90
Conducting transportation,	28	12,341 77	1 55
Total,	119	$31,210 77	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	119	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$31,210 77	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	6	6
Number wooden,	15	15
Trestles:		
Number,	1	1
Aggregate length,	400 feet.	400 feet.
Telegraph:		
Miles of line owned by this company,	33	33
Miles of wire owned by this company,	33	33
Miles of line operated by this company,	33	33
Miles of wire operated by this company,	33	33

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger traffic: Freight Traffic Association of Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Great Southern Dispatch, Great Eastern Line and Lackawanna Line.

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BARCLAY COAL COMPANY.

Date of organization: June, 1862.

By what authority incorporated: Pennsylvania. Act concerning railroads, approved April 8, 1861, and supplements thereto.

Operated by Towanda Coal Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Hoopes.	1534 Arch street, Philadelphia.	May, 1891.
J. Raymond Claghorn.	204 Walnut place, Philadelphia.	do.
William B. Warner,	Newtown, Bucks county, Pa.	do.
Andrew Wheeler,	400 Chestnut street, Philadelphia,	do.
George M. Troutman.	111 S. Fourth street, Philadelphia,	do.
Henry C. Davis,	120 Broadway, New York city,	do.
H. H. Wilson,	237 S. Third street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: No. 204 Walnut place, Philadelphia, room No. 1.

Postoffice address of operating company: Scranton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Edward Hoopes.	1534 Arch street, Philadelphia.
Vice President.	J. Raymond Claghorn.	204 Walnut place, Philadelphia.
Secretary.		
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Barclay Coal Company,	Towanda.	Foot of plane, Bradford co., Pa.	Towanda Coal Company.	16	16

The Barclay Coal Company's railroad and coal mines were leased to the Towanda Coal Company for a term of twenty (20) years, from January 1, 1868, and the lease has been extended to the same party.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First mortgage coupon bonds.	Towanda.	Foot of plane,	16

Cannot answer as to amount of mortgage, as it covers land as well as railroad.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: No sinking fund provision.

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BARCLAY RAILROAD—TOWANDA COAL COMPANY, LESSEE.

Postoffice address of operating company: 21 Cortlandt street, New York city.

PROPERTY OPERATED.

NAME.	TERMINAL.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Barclay railroad,	Towanda,	Barclay,	16.25	16.25

CONTRACTS, AGREEMENTS, ETC.

See the New York, Lake Erie and Western Railroad Company's contract with the Lehigh Valley Railroad Company for trackage over the latter company's road.

United States mails are carried between Towanda and Barclay, once daily each way, at a compensation of $737.44 per annum.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$737 46	. . . . .
Station agents,	4	1,500 00	$1 00
Other station men,	1	535 60	1 50
Enginemen,	3	2,682 92	3 25
Firemen,	3	1,757 66	1 95
Conductors,	2	1,619 15	2 50
Other trainmen,	8	3,932 49	1 60
Machinists,	2	1,471 12	2 50
Carpenters,	3	72 00	2 00
Other shopmen,	1	56 72	1 50
Section foremen,	5	2,787 50	1 50
Other trackmen,	20	5,394 72	1 10
Switchmen, flagmen and watchmen,	2	866 75	1 50
Telegraph operators and dispatchers,	2	1,030 00	1 50
All other employes and laborers,	1	45 00	1 50
Total,	58	$24,489 09	$1 55
Distribution of above:			
General administration,	1	$737 46	. . . . .
Maintenance of way and structures,	28	8,254 22	$1 25
Maintenance equipment,	3	1,527 84	2 16
Conducting transportation,	26	13,969 57	1 78
Total,	58	$24,489 09	1 55
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	58	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . .	$24,489 09	. . . . .

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	1
Number wooden,	10	10
Trestles:		
Number,	1	1
Aggregate length,	200 feet.	200 feet.
Telegraph:		
Miles of line operated by this company,	16.25	16.25
Miles of wire operated by this company,	16.25	16.25

Gauge of track, ... 4 ft. 8½ in.

BEDFORD AND BRIDGEPORT RAILROAD COMPANY.

Date of organization: Incorporated March 31, 1868.

By what authority incorporated: Act of March 31, 1868; supplement to act of March 31, 1868, April 6, 1868; supplement to an act of March 31, 1868, April 15, 1869; supplement to act of March 31, 1868, March 16, 1870; supplement to act of March 31, 1868, February 26, 1872; supplement to act of March 31, 1868, April 18, 1873.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	February 17, 1891.
John P. Green,	Philadelphia,	do. do.
Wm. M. Hall,	Bedford, Pa.,	do. do.
John G. Hartley,	Bedford, Pa.,	do. do.
H. H. Huston,	Philadelphia,	do. do.
Wistar Morris,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
G. B. Roberts,	Philadelphia,	do. do.
S. L. Russell,	Bedford, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
J. J. Barclay,	Bedford, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 18, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. D. Barclay,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Bedford and Bridgeport railroad.	Mt. Dallas.	State Line.	Pennsylvania Railroad Co.,	38.70	38.70
Branch.				10.47	10.47
Total mileage.				49.17	49.17

Lease to the Pennsylvania Railroad Company for ten (10) years from August 1, 1886. Lessee to maintain and operate the road and pay net earnings to lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,448,127 59	Capital stock.	$599,650 00
Cash and current assets.	28,197 49	Funded debt.	1,000,000 00
Other assets:		Current liabilities.	731,500 00
J. S. Morgan.	5,600,000 00	Debenture bonds.	5,600,000 00
Profit and loss.	850,824 92		
Total.	$7,931,150 00	Total.	$7,931,150 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.
First mortgage bonds.	Mt. Dallas.	State Line.	38.70	
Branch.			10.47	
Total.			49.17	$20,337 60

EMPLOYES AND SALARIES.

General officers, 3: yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	5	5
Number wooden.	14	14
Trestles:		
Number.	9	9
Aggregate length.	775 feet.	775 feet.
Telegraph:		
Miles of line owned by this company.	38.70	38.70
Miles of wire owned by this company.	38.70	38.70
Miles of line operated by Pennsylvania Railroad Company (lessee).	38.70	38.70
Miles of wire operated by Pennsylvania Railroad Company (lessee).	38.70	38.70

Gauge of track, ... 4 ft. 9 in.

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QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental: None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BEECH CREEK RAILROAD COMPANY.

Date of organization: June 29, 1886.

By what authority incorporated: Two acts of General Assembly, approved May 25, 1878: First, "A supplement to an act entitled 'An act concerning the sale of railroads, canals,' etc., approved the 8th day of April, 1861, extending the provisions of said act to coal, etc., companies." Second, "A supplement to an act, entitled 'An act concerning the sale of railroads, canals,' etc., approved the 8th day of April, 1861, authorizing the purchaser or purchasers of any railroads, etc., to issue stock or bonds secured by mortgage, on both," etc.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.		
Cornelius Vanderbilt	New York, N. Y.	First Friday after first Wednesday in May, 1891.		
William K. Vanderbilt	New York, N. Y.	do.	do.	do.
George J. Magee	Watkins, N. Y.	do.	do.	do.
George F. Baer	Reading, Pa.	do.	do.	do.
Joseph M. Gazzam	Philadelphia, Pa.	do.	do.	do.
William W. Betts	Clearfield, Pa.	do.	do.	do.

Date of last meeting of stockholders for election of directors: May 9, 1890.

Postoffice address of general office: Jersey Shore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	M. E. Olmsted	Harrisburg, Pa.
Vice President	C. Vanderbilt	New York, N. Y.
Secretary, Treasurer	Allyn Cox	New York, N. Y.
General Solicitor, Attorney or Counsel	S. R. Peale	Lock Haven, Pa.
Auditor	W. H. Herrick	Jersey Shore, Pa.
General Manager	George J. Magee	Corning, N. Y.
General Passenger Agent, General Ticket Agent, General Freight Agent	F. E. Herriman	Philadelphia, Pa.
Superintendent, Superintendent of Telegraph	A. G. Palmer	Jersey Shore, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Main line,	Jersey Shore, Pa.,	Gazzam, Pa.,	104.27	104.27
Branch,	Gorton Heights,	Tunnel mines,	1.54	1.54
Branch,	Viaduct,	Grass Flat mines,	3.48	3.48
Branch,	Well's Run,	Sommerville mines,	.89	.89
Branch,	Munson's,	Steiner's,	7.59	7.59
Branch,	Hawk Run Junction,	Allport and other mines,	2.23	2.23
Branch,	Morrisdale Crossing,	Decatur No. 2 and other mines.	1.64	1.64
Branch,	Derby Junction,	Cuba and other mines,	.87	.87
Branch,	Clearfield Junction,	Clearfield,	3.94	3.94
Branch,	O'Shanter Junction,	O'Shanter and other mines.	1.56	1.56
Branch,	Watt's Junction,	Watts' Mill,	.68	.68
Branch,	Woodland,	Beech Creek Cannel Coal Company mines.	1.24	1.24
Branch,	Morrisdale Crossing,	Pardee No. 2,	.94	.94
Operated under "Trackage Rights,"	Jersey Shore Junction, Pa.	Newberry Junction, Pa.,	16.04	16.04
Total mileage operated,			146.91	146.91

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
The Pennsylvania and Western Railroad Company,	$100,000 00	
Certificates, Car Trust, Knickerbocker Trust Company, trustee, sold during year,		$893 75
Total,	$100,000 00	$893 75

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$9,997,253 34	Capital stock,	$5,000,000 00
Stocks of other companies owned,	10,383 61	Funded debt,	5,000,000 00
Cash and current assets,	83,250 52	Rentals accrued, not yet payable,	20,250 00
		Profit and loss,	71,237 47
Total,	$10,091,487 47	Total,	$10,091,487 47

IMPORTANT CHANGES DURING THE YEAR.

Lease of equipment, 600 cars and 5 engines, from the Beech Creek Railroad Company's Equipment Trust, the Knickerbocker Trust Company, trustee. The lease is dated May 28, 1890, and runs for ten (10) years from June 1, 1890.

The disastrous floods at the close of May, 1889, were the occasion of extensive renewals and substantial improvements of the railroad during the year.

CONTRACTS, AGREEMENTS, ETC.

Adams express, at $100 per month.

At rate of $5,602.43 per annum.

Agreement January 11, 1883, between the Susquehanna and Southwestern Railroad Company, the Jersey Shore, Pine Creek and Buffalo Railway Company, the Corning, Cowanesque and Antrim Railway Company, the Syracuse, Geneva and Corning Railway Company, the Geneva and Lyons Railroad Company, the Fall Brook Coal Company, the New York Central and Hudson River Railroad Company, and the Clearfield Bituminous Coal Company.

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Agreement, January 11, 1883, between the Clearfield Bituminous Coal Company, and the Susquehanna and Southwestern Railroad Company.

Agreement, April 13, 1883, between the Philadelphia and Reading Railroad Company, the Jersey Shore, Pine Creek and Buffalo Railway Company, the Fall Brook Coal Company, the Beech Creek, Clearfield and Southwestern Railroad Company, and the Clearfield Bituminous Coal Company.

The judicial sale of the road, now property of this company, was subject to these agreements, and they are accordingly recited in the mortgage securing the company's bonds.

Western Union Telegraph Company. This company receives one-half of income derived from all commercial business over its line.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To	Mile.		
First mortgage coupon gold bonds.	Jersey Shore, Pa.	Gazzam, Pa.	104.27		All owned.
	Munsons, Pa.	Steiners, Pa.	7.59		
	Clearfield Junction, Pa.	Clearfield, Pa.	3.94		
	Main Line.	Mines, etc.	15.07		
			130.87	$38,205 85	

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	9	$20,439 00	
General office clerks.	17	10,712 73	$1 73
Station agents.	13	7,186 20	1 51
Other station men.	10	3,210 60	1 03
Enginemen.	30	30,089 21	3 02
Firemen.	33	18,710 67	1 80
Conductors.	31	22,088 91	2 38
Other trainmen.	75	33,424 53	1 60
Machinists.	33	20,988 41	2 02
Carpenters.	36	17,293 27	1 63
Other shopmen.	40	14,483 81	95
Section foremen.	24	13,130 00	1 45
Other trackmen.	150	46,702 99	1 20
Switchmen, flagmen and watchmen.	9	4,316 22	1 84
Telegraph operators and dispatchers.	29	13,237 53	1 31
Employes account floating equipment.	133	40,786 32	1 51
All other employes and laborers.	30	11,980 26	1 31
Total.	702	$328,780 66	$1 50
Distribution of above:			
General administration.	26	$31,151 73	$3 46
Maintenance of way and structures.	316	104,935 53	1 33
Maintenance of equipment.	109	52,765 49	1 53
Conducting transportation.	251	139,927 91	1 74
Total.	702	$328,780 66	$1 50
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	702		
Total yearly compensation of employes in Pennsylvania.		$328,780 66	$1 50

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CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number stone,	2	2
Number iron,	59	59
Number wooden,	1	1
Trestles:		
Number,	3	3
Aggregate length,	300 feet.	300 feet.
Tunnels:		
Number,	2	2
Maximum length,	1,247	1,247
Minimum length,	346	346
Aggregate length of all tunnels,	1,593	1,593
Telegraph:		
Miles of line owned by this company and by Clearfield Bituminous Coal Company, one half each,	115	115
Miles of wire owned by this company and by Clearfield Bituminous Coal Company, one-half each,	255.8	255.8
Miles of line operated by this company, Western Union Telegraph Company,	115	115
Miles of wire operated by this company, Western Union Telegraph Company,	255.8	255.8

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Station and freight house at Jersey Shore, Pa., rented of Fall Brook Coal Company.

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

By what authority incorporated: Buffalo Valley Railroad Company. State of Pennsylvania. Act February 19, 1849; April 1, 1868, and March 14, 1871. Reorganized as Berlin Railroad Company, July, 7, 1879.

Operated by the Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. V. Patton,	Pittsburgh, Pa.,	First Monday in May,	1891.
Robert Garrett,	Baltimore, Md.,	do.	do.
W. H. Koontz,	Somerset, Pa.,	do.	do.
W. T. Manning,	Pittsburgh, Pa.,	do.	do.
S. A. Philson,	Berlin, Pa.,	do.	do.
S. Philson,	Berlin, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	A. W. Black,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Berlin Railroad Company,	Garrett, Pa.,	Berlin, Pa.,	Baltimore and Ohio Railroad Company.	8	8
Total mileage,				8	8

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$50,000 00	Capital stock,	$50,000 00
Profit and loss,	48,044 55	Current liabilities,	48,156 65
Total,	$98,156 65	Total,	$98,156 65

EMPLOYEES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents,	1		$1 66
Enginemen,	1		2 64
Firemen,	1		1 53
Conductors,	1		1 28
Other trainmen,	1		1 54
Section foremen,	1		1 35
Other trackmen,	5		1 10
Total,	11		
Distribution of above:			
Maintenance of way and structures,	6		
Conducting transportation,	5		
Total,	11		

CHARACTERISTICS OF ROAD.

Aggregate length of trestle, ... 1,180 feet.

Gauge, ... 4 feet 8½ in.

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 23, 1876.

By what authority incorporated: Under the railroad act of 1868 and its supplements.

Operated by Western Maryland Railroad Company.

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NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. W. Eichelberger,	Hanover, Pa.,	Second Tuesday of January, 1891.
Henry A. Young,	Hanover, Pa.,	do. do. do.
Stephen Keefer,	Hanover, Pa.,	do. do. do.
R. N. Missenhelder,	Hanover, Pa.,	do. do. do.
Joseph Wolf,	Abbotstown, Pa.,	do. do. do.
Daniel Eberly,	Abbotstown, Pa.,	do. do. do.
W. S. Hildebrand,	East Berlin, Pa.,	do. do. do.
Michael Rebert,	East Berlin, Pa.,	do. do. do.
Jacob Resser,	East Berlin, Pa.,	do. do. do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Western Maryland railroad, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	Jacob Resser,	East Berlin, Pa.
Treasurer,		
General Solicitor, Attorney or Counsel,	David Wills,	Gettysburg, Pa.
Auditor,	R. M. Wert,	Hanover, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Berlin Branch railroad,	East Berlin,	Berlin Junction,	Western Maryland Railroad Company.	7 40 feet.	7 40 feet.

This road is worked by the Western Maryland Railroad Company at forty cents per running mile.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$77,326 19	Capital stock,	$43,195 19
		Funded debt,	42,900 00
		Unfunded debt,	7,197 26
		Accrued interest on funded debt not yet payable,	8,256 00
		Interest on funded debt,	1,226 33

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company carry at regular rates.

The postoffice department pay this company seventy dollars and fifty cents per quarter regular. Trains are all mixed trains.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agent,	2	$1 80	.....
Other trackmen: Track boss (thirty dollars per month),	...	.....	.....
All other employes and laborers,	2	.....	.....

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges: Number wooden	2	2
Gauge of track,		4 ft. 8 in.

BRADFORD RAILWAY COMPANY.

Operated by Western New York and Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.
C. A. Allen	Mills Building, N. Y.	G. E. Bartol	139 S. Front st., Phila.
S. G. DeCoursey	242 S. Third st., Phila.	W. T. Tiers	11 S. Front st., Phila.
E. L. Owen	71 Wall street, N. Y.	E. W. Clark, Jr.	Bullitt Building, Phila.
J. D. Probst	52 Exchange place, N. Y.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. H. Allen	New York city.
Vice President	S. G. DeCoursey	Philadelphia.
Secretary	J. R. Trimble	Philadelphia.
Treasurer	F. S. Buell	Buffalo, N. Y.
Auditor	Wm. L. Doyle	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford	Bradford	Kinzua Junc.	Western New York and Pennsylvania.	14	14

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statements the operations of this road are included.

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BRADFORD, BORDELL AND KINZUA RAILROAD COMPANY.

Date of organization: March 31, 1880.

By what authority incorporated: Under general law of the State Pennsylvania, act of June, 1874, and amendments.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Carter	Titusville, Pa.	January, 1891.
John E. Ransom	Buffalo, N. Y.	do.
A. S. Murray, Jr.	New York city	do.
John C. Hovemeyer	New York city	do.
Aug. Stein	New York city	do.
M. L. Hinman	Dunkirk, N. Y.	do.
W. W. Brown	Bradford, Pa.	do.
A. I. Wilcox	Bradford, Pa.	do.
G. L. Roberts	Bradford, Pa.	do.
John C. McKenna	Bradford, Pa.	do.
George A. Eckbert	Bradford, Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John J. Carter	Bradford, Pa.
Vice President	W. W. Brown	Bradford, Pa.
Secretary	John E. Ransom	Buffalo, N. Y.
Treasurer	C. T. Griggs	Bradford, Pa.
General Solicitor, Attorney or Counsel	Geo. L. Roberts	do.
Auditor	W. R. Dieffenback	do.
General Manager	John J. Carter	do.
General Passenger Agent, General Ticket Agent, General Freight Agent, General Superintendent	John C. McKenna	do.
Superintendent of Telegraph	W. R. Dieffenback	do.
General Baggage Agent	John C. McKenna	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Bordell and Kinzua Railroad Company	Bradford	Simpson	15	15
Bordell Branch	Kinzua Junction	Rew City	1.93	1.93
Bradford, Bordell and Smethport railroad	Simpson	Smethport	10.23	10.23
Rew City and Eldred railroad	Rew City	Eldred	12.16	12.16
Big Level and Kinzua railroad	Ormsby Junction	Mt. Jewett	10.50	10.50
Pittsburgh and Western railway	Mt. Jewett	Kane	12.50	12.50
Total mileage			62.32	62.32

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STOCKS OWNED.

Rew City and Eldred railroad, total par value, ... $111,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$522,747 59	Capital stock,	$500,000 00
Cost of equipment,	91,052 73	Funded debt,	498,000 00
Stocks of other companies owned,	111,000 00	Current liabilities,	196,662 56
B., B. & S. R. R. Co.,	7,373 64	Accrued interest on funded debt not yet payable,	2,490 00
R. C. & E. R. R. Co.,	2,087 40	Certificate of indebtedness,	†24,100 00
I. V. & C. R. R. Co. loans,	54,852 49	N. Y., L. E. & W. R. R. special account,	210,618 67
Increase capital stock,	250,000 00	Total,	$1,431,831 23
N. Y., L. E. & W. R. R., general account,	*194,422 40		
Profit and loss,	198,249 98		
Total,	$1,431,831 23		

IMPORTANT CHANGES DURING THE YEAR.

Surrendered lease of Pittsburgh and Western Railway, Mt Jewett to Kane, June 1, 1890.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company paying one and one-half first-class freight rates.

United States Post Office Department pay $52.68 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line except that the railroad company maintain the poles.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From-	To	Miles.		
Fifty year bond,	B. B. & K. R. R. Bradford, Kinzua Junction,	Simpson, Rew City,	16.93	$12,665 31	All.
	B., B. & S. R. R., Simpson,	Smethport,	10.23		
	R. C. & E. R. R., Rew City,	Eldred,	12.16		

* This amount is due in cash to this company from the N. Y., L. E. & W. R. R. Co. according to existing contract. The item, $210,618.67, to the credit of that company, is for the total amount charged up to them under the said contract for deficiencies up to this date, and that amount will be due and payable to them when it shall have been earned by this company in excess of current expenses and interest, and not sooner.

† Payable only if earned over current expenses and charges

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$8,900 00	
General office clerks	1		$1 65
Station agents	11		1 85
Other station men	7		1 40
Enginemen	7		2 16
Firemen	6		1 83
Conductors	5		2 33
Other trainmen	9		1 50
Machinists	2		2 25
Carpenters	2		2 00
Other shopmen	13		1 73
Section foremen	6		1 39
Other trackmen	22		1 20
Telegraph operators and dispatchers. Included in station agents and general officers.			
All other employes and laborers	4		40
Total	98	$8,900 00	$20 60
Distribution above:			
General administration	6		
Maintenance of way and structures	29		
Maintenance of equipment	11		
Conducting transportation	52		
Total	98		
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	98		
Total yearly compensation of employes in Pennsylvania		$62,256 99	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Trestles:		
Aggregate length	581 feet.	581 feet.
Telegraph:		
Miles of line operated by this company	62.32	62.32
Miles of wire operated by this company		

Gauge of track, ... 3 feet.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? None.

Name all associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States, Western New York Car Service Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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BRADFORD, BORDELL AND SMETHPORT RAILROAD COMPANY.

Date of organization: September, 1880.

By what authority incorporated: Under general law of the State of Pennsylvania, act of June, 1874, and amendments.

Operated by Bradford, Bordell and Kinzua Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Carter,	Titusville, Pa.,	January, 1891.
W. W. Brown,	Bradford, Pa.,	do.
A. I. Wilcox,	Bradford, Pa.,	do.
G. L. Roberts,	Bradford, Pa.,	do.
L. J. Backer,	Boston, Mass.,	do.
Aug. Stein,	New York city,	do.
M. L. Hinman,	Dunkirk, N. Y.,	do.
J. E. Ransom,	Buffalo, N. Y.,	do.
John C. McKenna,	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John J. Carter,	Bradford, Pa.
Vice President,	A. I. Wilcox,	Bradford, Pa.
Secretary,	John E. Ransom,	Buffalo, N. Y.
General Solicitor, Attorney or Counsel,	G. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	do.
General Manager,	John J. Carter,	do.
General Passenger Agent, General Ticket Agent, General Freight Agent,	John C. McKenna,	do.
Superintendent of Telegraph,	W. R. Dieffenback,	do.
General Baggage Agent,	John C. McKenna,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bradford, Bordell and Smethport railroad.	Simpson,	Smethport,	Bradford, Bordell and Kinzua railroad.	10.23	10.23

The Bradford, Bordell and Smethport railroad, leased to the Bradford, Bordell and Kinzua railroad, for the term of its charter.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$91,910 35	Capital stock,	$100,000 00
Cost of equipment,	11,776 49	Current liabilities,	3,686 84
Total,	$103,686 84	Total,	$103,686 84

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	3	3
Aggregate length,	508 feet.	508 feet.
Gauge of track,		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation and control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

BRADFORD, ELDRED AND CUBA RAILROAD COMPANY.

Date of organization: May 11, 1881.

By what authority incorporated: General railroad act, State of New York.

Date of last meeting of stockholders for election of directors: January 15, 1890.

Postoffice address of general office: 49 Broadway, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Thos. C. Platt,	49 Broadway, N. Y.
Auditor and Agent for Receiver,	Frank M. Baker,	Addison, N. Y.
Superintendent,	W. W. Atwood,	Wellsville, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Bradford, Eldred and Cuba railroad,	Little Genesee,	State Line at Ceres,	4.31	....
Wellsville, Bolivar and Eldred railroad,	Wellsville,	Little Genesee,	20.62	....
Bradford, Richburg and Cuba railroad,	Ceres,	Eldred, Pa.,	9.36	5.74
Total mileage operated,			34.29	5.74

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GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road,	$556,680 01	Capital Stock,	$480,000 00
Wellsville, Bolivar and Eldred railroad,	405,410 00	Funded debt,	560,000 00
Bradford, Richburg and Cuba,	156,369 50	Current liabilities,	391,003 62
Cash and current assets,	77,000 69	Total,	$1,431,003 62
Profit and loss,	235,543 42		
Total,	$1,431,003 62		

CONTRACTS, AGREEMENTS, ETC.

United States Express Company, rates one and a-half times first-class freight rate.
Contract for mail service, $59.85 per mile for 33.15 miles.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Receiver,	1		
Receiver's agent,	1		
Superintendent,	1	$1,200 00	
Cashier,	1	399 86	
Auditors,	1		
General office clerks,	1	180 00	
Station agents,	8	4,320 00	
Enginemen,	3	2,400 00	
Firemen,	3	1,440 00	
Conductors,	3	2,160 00	
Other trainmen,	7	3,780 00	
Machinists,	2	1,080 00	
Carpenters,	2	960 00	
Section foremen,	4	1,920 00	
Other trackmen,	19	6,840 00	
Switchmen, flagmen and watchmen,	1	480 00	
Telegraph operators and dispatchers,	1	540 00	
All other employes and laborers,	6	3,900 00	
Total,	65	$31,599 96	
Distribution of above:			
General administration,	15	$6,639 96	
Maintenance of way and structures,	23	8,760 00	
Maintenance of equipment,	4	2,040 00	
Conducting transportation,	23	14,160 00	
Total,	65	$31,599 96	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	1	$300 00	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	3	
Trestles:		
Aggregate length,	5,280	
Telegraph:		
Miles of line operated by this company,	36	5.74

Gauge of track, ... 3 feet.

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BRADFORD, RICHBURG AND CUBA RAILROAD COMPANY.

Date of organization: March, 1881.

By what authority incorporated: General laws of the State of Pennsylvania.

Operated by Bradford, Eldred and Cuba Railroad Company.

Postoffice address of operating company: Frank M. Baker, agent for receiver, Addison, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Richburg and Cuba. . . .	Ceres.	Eldred, ...	9.36	5.74

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment.	$156,369 50	Due B., E. & C. R. R. Co., for construction, ...	$156,369 50

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Telegraph: Miles of wire operated by this company.	9.36	5.74

Gauge of track, ... 3 feet.

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed, July 31, 1886.

By what authority incorporated: General railroad act of Pennsylvania of April 4, 1868.

Operated by New York, Lake Erie and Western Coal and Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James K. P. Hall, ...	St. Mary's, Pa., ...	Second Monday in June.
C. H. McCauley, ...	Ridgway, Pa., ...	do. do. do.
D. H. Jack.	Bradford, Pa., ...	do. do. do.
A. R. Macdonough, ...	New York, N. Y., ...	do. do. do.

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Date of last meeting of stockholders for election of directors: Second Monday in June.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James K. P. Hall	St. Mary's Pa.
Secretary	A. R. Macdonough	New York, N. Y.
Treasurer	Edward White	New York, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company, and the road is operated by the New York, Lake Erie and Western Coal and Railroad Company, which is controlled by the Erie, by virtue of such ownership.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$21,195 26	Capital stock	$22,500 00
Open accounts	1,304 74		
Total	$22,500 00	Total	$22,500 00

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	3	3

Gauge of track, 4 ft. 8½ in.

BROCKWAYVILLE AND PUNXSUTAWNEY RAILROAD COMPANY.

Date of organization: May 17, 1882.

By what authority incorporated: Commonwealth of Pennsylvania, statute approved March 24, 1865.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Adrian Iselin	36 Wall street, New York	Third Tuesday in January, 1891.	
Adrian Iselin, Jr.	36 Wall street, New York	do.	do.
Henry Fatid	36 Wall street, New York	do.	do.
J. H. Hocart	36 Wall street, New York	do.	do.
E. G. Platt	615 Walnut street, Philadelphia, Pa.	do.	do.
Victor Guillon	615 Walnut street, Philadelphia, Pa.	do.	do.
Thomas Tobin	615 Walnut street, Philadelphia, Pa.	do.	do.
R. D. Maxwell	615 Walnut street, Philadelphia, Pa.	do.	do.
Franklin Platt	615 Walnut street, Philadelphia, Pa.	do.	do.

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Date of last meeting of stockholders for election of directors: January 21, 1890.

Postoffice address of general office: 36 Wall street, New York and 615 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Buffalo, Rochester and Pittsburgh Railway Company, Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Adrian Iselin, Jr.,	36 Wall street, New York
Vice President,	Wm. A. Baldwin,	Rochester, N. Y.
Secretary and Assistant Treasurer,	John H. Hocart,	36 Wall street, New York.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	Wm. E. Hoyt,	Rochester, N. Y.
General Solicitor, Attorney or Counsel,	Chas. H. McCauley,	Ridgway, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From or near—	To—			
Brockwayville and Punxsutawney railroad.	Brockwayville, Snyder township, Jefferson county, Pa.	Punxsutawney, Young township, Jefferson county, Pa.	Buffalo, Rochester and Pittsburgh Railway Company.	25.00	25.00
Total mileage,				25.00	25.00

Leased for 99 years from October 6, 1883, at the nominal rental of one dollar per annum.

The lessee furnishes its own equipment, makes all needed improvements and renewals, and wholly maintains and operates the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$250,000 00	Capital stock,	$250,000 00
Total,	$250,000 00	Total,	$250,000 00

CHARACTERISTICS OF ROAD.

All statistics and characteristics included in report of the lessee—Buffalo, Rochester and Pittsburgh Railway Company.

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BUFFALO RUN, BELLEFONTE AND BALD EAGLE RAILROAD COMPANY.

Date of organization: September 21, 1882.

WHEREAS, In pursuance of an act of the general assembly of Pennsylvania, entitled "An act for the incorporation of railroad companies," approved the 4th day of April, A. D. 1868, and the supplements thereto, the Bellefonte and Buffalo Run Railroad Company, was duly chartered and duly organized on the 21st day of September, 1882:

And whereas, In pursuance of an act of the general assembly of Pennsylvania, entitled "An act for the incorporation of railroad companies," approved the 4th day of April, A. D. 1868, and the supplements thereto, the Nittany Valley and Southwestern Railroad Company was duly chartered and duly organized on the 27th day of January, A. D. 1883:

And whereas, Under and in pursuance of the provisions of an act of assembly approved the 1st day of June, A. D. 1883, entitled "An act relating to the terminal points to which railroads may be constructed," proceedings were had by the stockholders and directors of the said The Nittany Valley and Southwestern Railroad Company, whereby the said company elected to construct, maintain and operate that portion of its authorized railroad which intervenes between a point at or near Bellefonte, in Centre county, one of its terminus, and a point at or near Beech Creek borough, in Clinton county, at which last named point it obtained a connection with the Beech Creek, Clearfield and Southwestern Railroad Company, and Mill Hall, in Clinton county, the other terminus of the said, The Nittany Valley and Southwestern Railroad Company:

And whereas, By an agreement of merger and consolidation entered into and agreed upon between the said The Bellefonte and Buffalo Run Railroad Company, and the said The Nittany Valley and Southwestern Railroad Company, the said two corporations were merged and consolidated into one corporation, under the name, style and title of the Buffalo Run, Bellefonte and Bald Eagle Railroad Company, which agreement of merger and consolidation was duly filed and recorded in the office of the Secretary of the Commonwealth, at Harrisburg.

Operated by Buffalo Run, Bellefonte and Bald Eagle Railroad Campany.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Hon. John Reilly,	Room 110 Bullitt Building, Philadelphia.	John L. Kurtz,	Bellefonte.
Phillip Collins,	Ebensburg, Pa.	P. G. Meek,	Bellefonte.
W. H. Hollis,	Room 110 Bullitt Building, Philadelphia.	Thos. A. Shoemaker,	Bellefonte.
A. Loeb,	Bellefonte.	W. H. Crissman,	Bellefonte.
John G. Love,	Bellefonte.	James P. Scott,	Philadelphia.
		J. K. McLannhan,	Hollidaysburg.

Date of last meeting of stockholders for election: January 13, 1890.

Postoffice address of general office: Bellefonte, Centre county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Hon. John Reilly,	Room 110 Bullitt Building, Philadelphia.
Treasurer,	J. L. Kurtz,	Bellefonte, Pa.
Chief Engineer,	R. H. Boal,	do.
General Solicitor, Att'y or Counsel,	John G. Love,	do.
Division Superintendent,	Thos. A. Shoemaker,	do.

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PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Buffalo Run, Bellefonte and Bald Eagle Railroad Company.	Bellefonte.	State College, Centre county, Pa.	27.556	27,556

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgaged per mile of line.
	From—	To—	Miles.	
Six per cent. loan of $600,000,00 secured by mortgage on the Buffalo Run, Bellefonte and Bald Eagle Railroad Company.	Bellefonte. . . .	State College. .	27.556	$12,500 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks.	3	$1,650 00	$1 71
Station agents.	1	600 00	1 92
Enginemen.	2	2,213 05	3 15
Firemen.	2	1,190 24	1 75
Conductors.	2	1,373 36	2 25
Other trainmen.	5	1,301 43	1 65
Carpenters.	3	1,960 91	2 20
Other shopmen.	1	189 31	1 10
Section foremen.	2	813 35	2 25
Other trackmen.	10	3,397 65	1 10
Switchmen, flagmen and watchmen.	2	768 55	1 18
All other employes and laborers.	. . . .	96 00	31
Total.	33	$16,273 35	$20 57
Distribution of above :			
General administration.	4	$2,400 00	$1 92
Maintenance of way and structures.	. . . .	4,307 00	1 03
Maintenance of equipment.	13	2,120 22	1 75
Conducting transportation.	4	7,446 63	1 83
Total.	. . . .	$16,273 85	. . . . .

CHARACTERISTICS OF ROAD.

Number wooden bridges, ... 5
Gauge of track, ... Broad gauge.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: A sinking fund has been created for the payment of its funded debt.

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BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March 4, 1859.

By what authority incorporated: Buffalo and Bradford, incorporated by special act of State of Pennsylvania, March 14, 1856. Buffalo and Pittsburgh, incorporated under general railroad act of New York of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania, March 14, 1856. Buffalo and Pittsburgh Railroad Company, organized in New York, October 15, 1852. Certificate of consolidation filed in Pennnsylvania, February 26, 1859, and in New York, March 4, 1859.

Operated by the New York, Lake Erie and Western Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh	Philadelphia, Pa.	Second Monday in June.
W. A. May	Scranton, Pa.	do. do.
Joseph H. Steell	Scranton, Pa.	do. do.
Abram K. Johnson	Bradford, Pa.	do. do.
John King	New York city	do. do.
Samuel M. Felton, Jr.	New York city	do. do.
A. R. Macdonough	New York city	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. Lowber Welsh	Philadelphia, Pa.
Secretary	A. R. Macdonough	21 Cortlandt street, New York city.
Treasurer	Edward White	21 Cortlandt street, New York city.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road	$3,093,006 74	Capital stock		$2,286,400 00
		Funded debt		580,000 00
Total	$3,093,006 74	Advances:		
		Erie Railway Company	$103,564 40	
		New York, Lake Erie and Western Railroad Company	123,042 34	
				226,606 74
		Total		$3,093,006 74

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	Carrollton, N. Y., .	Buttsville, Pa., . .	26.17	$22,162 78

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	1	. . . . .
Number wooden.	4	4
Trestles:		
Number.	23	10
Aggregate length.	2,140.37	353.37
Telegraph:		
Miles of line owned by this company.	25	17
Miles of wire owned by this company.	25	17
Miles of line operated by this company.	25	17
Miles of wire operated by this company.	25	17

Gauge of track, ... 4 ft. 8½ in.

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: State of New York, laws of 1869, chapter 917, as amended by the laws of 1881, chapter 685. Commonwealth of Pennsylvania, statute approved March 24, 1865.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittsburgh Railway Company was formed March 11, 1887, by the consolidation of the following companies: The Buffalo, Rochester and Pittsburgh Railroad Company, organized under the laws of the State of New York, on October 24, 1885. The Pittsburgh and State Line Railway Company, organized on the same date, under the statute of the Commonwealth of Pennsylvania. Articles of merger entered into with the former on December 14, 1885, and with the latter on March 9, 1887. The consolidation became effective on March 11, 1887.

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NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frederick A. Bell.	Buffalo, N. Y.	November 17, 1890.
Frederick A. Brown,	20 Nassau street, New York, N. Y.	do. do.
Walston H. Brown,	20 Nassau street, New York, N. Y.	do. do.
Edward N. Gibbs,	Norwich, Conn.	do. do.
R. M. Gummere,	South Bethlehem, Pa.	do. do.
Adrain Iselin, Jr.,	36 Wall street, New, York, N. Y.	do. do.
George H. Lewis,	Buffalo, N. Y.	do. do.
Wheeler H. Peckham,	80 Broadway, New York, N. Y.	do. do.
Alfred Roosevelt,	33 Wall street, New York, N. Y.	do. do.
J. Kennedy Tod,	45 Wall street, New York, N. Y.	do. do.
Warren A. Wilbur,	South Bethlehem, Pa.	do. do.
Arthur G. Yates,	Rochester, N. Y.	do. do.
One vacancy.		

Date of last meeting of stockholders for election of directors: November 18, 1889.
Postoffice address of general office: Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Arthur G. Yates,	Rochester, N. Y.
Vice President and General Manager,	Wm. A. Baldwin,	Rochester, N. Y.
Secretary and Assistant Treasurer,	John H. Hocart,	36 Wall street, New York, N. Y.
Treasurer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	William E. Hoyt,	Rochester, N. Y.
General Solicitor, Attorney or Counsel,	Henry G. Danforth,	Rochester, N. Y.
General Solicitor, Attorney or Counsel,	Charles H. McCauley,	Ridgway, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	Joseph P. Thompson,	Rochester, N. Y.
General Superintendent,	George W. Bartlett,	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Buffalo, Rochester and Pittsburgh Railway.	Rochester, N. Y.	Howard Junction Pa.,	129.50	8.57
	Clarion Junction, Pa.,	Snyder township, Pa.,	38.31	38.31
	Punxsutawney, Pa.,	Walston, Pa.,	2.59	2.59
	Buffalo Creek, N. Y.,	Ashford, N. Y.,	45.25	. . . .
Beechtree Mine Line,	Beechtree Junction, Pa.	Beechtree, Pa.,	4.04	4.04
Eleanora Mine Line,	Rig Run, Pa.,	Eleanora, Pa.,	4.94	4.94
Adrian Mine Line,	Elk Run Junction, Pa.,	Adrian, Pa.,	2.58	2.58
Lincoln Park and Charlotte railroad,	Lincoln Park, N. Y.,	Charlotte, N. Y.,	10.89	. . . .
Perry railroad,	Silver Lake Junction, N. Y.	Silver Spring, N. Y.,	1.03	. . . .
East Buffalo Terminal railroad,	Buffalo, N. Y.,	Buffalo, N. Y.,	.10	. . . .
Brockwayville and Punxsutawney railroad,	Snyder township, Pa.,	Punxsutawney, Pa.,	25.00	25.00
Buffalo Creek railroad,	Buffalo Creek, N. Y.,	Buffalo, N. Y.,	4.00	. . . .
New York, Lake Erie and Western railroad,	Howard Junction, Pa.,	Clarion Junction, Pa.,	36.23	36.23
Total mileage operated,			304.46	122.26

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STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Rochester and Pittsburgh Coal and Iron Company.	$4,000,000 00	....	None.
Proprietary Roads.			
Perry Railroad Company.	20,000 00	....	None.
East Buffalo Terminal Railway Company.	20,000 00	....	None.
Lincoln Park and Charlotte Railroad Company.	100,000 00	....	None.
Brockwayville and Punxsutawney Railroad Company.	250,000 00	....	None.
	$4,390,000 00	....	.....
Represented on the company's books by Rochester and Pittsburgh Coal and Iron Company.	$1,003,670 50	....	.....

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$15,949,067 01	Capital stock.	$12,000,000 00
Cost of equipment.	2,794,274 00	Funded debt.	8,657,140 00
Stocks of other companies owned.	1,003,670 50	Current liabilities.	487,931 38
Cost of proprietary roads.	579,931 01	Accrued interest on funded debt not yet payable.	98,962 71
Cash and current assets.	938,712 55	Profit and loss.	20,620 98
Total.	$21,264,655 07	Total.	$21,264,655 07

IMPORTANT CHANGES DURING THE YEAR.

Eleanora branch, 4.94 miles in Pennsylvania.

Perry railroad (New York) and Lincoln Park and Charlotte railroad (New York) were merged into the Buffalo, Rochester and Pittsburgh railroad, per certificate filed in office of state, Albany, New York, on December 5, 1889.

$377,000.00 general mortgage bonds sold. $170,000.00 first mortgage bonds Lincoln Park and Charlotte railroad.

Nothing specially important.

$124,000.00 car trusts became due and were paid.

The Perry Railroad Company was carried on the books as an asset at $5,000.00. The amount has been increased to actual cost, $28,253.53.

All proprietary companies have been merged into the general balance sheet, by debiting under "assets" their cost, and crediting under "liabilities" their debts.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company runs over all lines operated by us, paying one and one-half first-class rates, excepting agreed special rates, and guaranteeing a fixed minimum for the year.

Have no contracts for transportation of mails. The government pays a specified rate per mile per annum, based on the average weight of mails carried.

No sleeping, parlor or dining cars are run.

Allegheny Valley Railroad Company traffic contract for interchange of freight and passengers at Falls Creek, Pa.; Reynoldsville and Falls Creek railroad; Bell, Lewis and Yates Coal and Mining Company; Rochester and Pittsburgh Coal and Iron Company. Traffic contract for transportation of coal and coke.

With the Western Union Telegraph Company, we receive one-fourth of total cash receipts, less cable tolls and amounts paid connecting lines, of the offices maintained by the railroad company. The telegraph company furnishes all supplies, and the railroad company the necessary labor.

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	REMARKS.
	From—	To—	Miles.		
First mortgage bonds, Rochester division.	Rochester, N. Y.	Salamanca, N. Y.	108.41	$11,988 19	Railroad, franchises, property real and personal owned, or hereafter acquired by Rochester and Pittsburgh Railroad Company belonging to said division.
Second mortgage income bonds, Rochester division. (These bonds are nearly all in hands of trustees for redemption.)	Rochester, N. Y.	Salamanca, N. Y.	108.41	17,249 33	Same terms as above, and subject to the first mortgage. Interest payable out of net income for the year of said division. Non-cumulative.
First mortgage consolidated bonds, whole road.	Rochester and Buffalo, N. Y.	Walston, Pa.	252.21	15,542 63	First lien on all the railroad, etc., of the Rochester and Pittsburgh Railroad Company (except the division from Rochester to Salamanca), and the Brockwayville and Punxsutawney Railroad Company.
General mortgage bonds.	Rochester and Buffalo, N. Y.	Walston, Pa.	252.21	9,599 14	Second lien on all the railroad, etc., of the Buffalo, Rochester and Pittsburgh Railway Company, and the Brockwayville and Punxsutawney Railroad Company, excepting the above.
First mortgage bonds, Perry railroad.	Silver Lake Junction, N. Y.	Silver Springs, N. Y.	1.03	19,417 47	Railroad, franchises, property real and personal owned, or hereafter acquired by Perry railroad. Interest and principal are guaranteed by the Buffalo, Rochester and Pittsburgh Railway Company.
First mortgage bonds, Lincoln Park and Charlotte railroad.	Lincoln Park, N. Y.	Charlotte, N. Y.	10.89	32,139 62	Railroad, franchises, property, real and personal, owned or hereafter acquired by Lincoln Park and Charlotte Railroad. Interest and principal guaranteed by the Buffalo, Rochester and Pittsburgh Railway Company.
Reorganization scrip, Rochester and State Line railroad.	Rochester, N. Y.	Salamanca, N. Y.	108.41	.....	Not secured. Will be redeemed on presentation.
Income bond scrip, Rochester and Pittsburgh railroad.	Rochester, N. Y.	Salamanca, N. Y.	108.41	.....	Not secured. Will be redeemed on presentation.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation, based on 313 working days in a year.
General officers	5	$28,600 00	.....
General office clerks	77	69,850 08	$2 90
Station agents	55	34,813 46	2 02
Other station men	70	28,178 22	1 28
Enginemen	74	79,651 19	3 44
Firemen	74	40,445 42	1 75
Conductors	46	43,136 09	3 00
Other trainmen	110	75,690 91	2 20
Machinists	79	41,665 16	1 68
Carpenters	91	73,964 06	2 60
Other shopmen	283	124,396 86	1 40
Section foremen	46	25,475 84	1 77
Other trackmen	215	81,750 83	1 21
Switchmen, flagmen and watchmen	112	62,759 53	1 79
Telegraph operators and dispatchers	45	30,891 59	2 19
All other employes and laborers	166	73,455 32	1 41
Total	1,548	$914,694 56	$1 89
Distribution of above:			
General administration	82	$98,450 08	.....
Maintenance of way and structures	427	189,681 99	.....
Maintenance of equipment	453	230,906 08	.....
Conducting transportation	586	395,706 41	.....
Total	1,548	$914,694 56	$1 89
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	611	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$349,807 30	$1 83

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	59	30
Number wooden	6	4
Trestles:		
Number	122	20
Aggregate length	28,245 feet.	5,682 feet.
Telegraph:		
Miles of line owned by this company	247.02	77.72
Miles of wire owned by this company	36.23	36.23
Miles of line operated by this company	283.25	113.95
Miles of wire operated by this company	448.09	155.06

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger depot, Buffalo, New York, belonging to New York Central and Hudson River railroad; Belt road depot, Buffalo, New York, belonging to Buffalo Creek railroad; passenger depot, Salamanca, New York, belonging to New York, Lake Erie and Western railroad; station house, Carmon, Pennsylvania, belonging to Pennsylvania Railroad Company; station-house, Fall's Creek, Pennsylvania, Allegheny Valley Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Association of General Passenger Agents, United States Middle States Traffic Association, Buffalo Freight Committee.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.
By what authority incorporated: General law, April 4, 1868.
Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	January 12, 1891.
Amos R. Little,	Philadelphia,	do. do.
Wistar Morris,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To			
Cambria and Clearfield railroad.	La Jose,	Brubaker Junction.	Pennsylvania Railroad Co.,	9.45	9.45
Branches,				19.64	19.64
Total mileage,				29.09	29.09

The Pennsylvania Railroad Company maintains and operates the road of this company under resolutions of the board of directors of both companies, paying to the Cambria and Clearfield Railroad Company the net earnings, if there be any.

This arrangement went into effect September 24, 1888, and is terminable at the option of either company on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$510,241 05	Capital stock,	$400,000 00
Subscriptions to capital stock,	100,000 00	Current liabilities,	213,015 95
Other assets:			
Profit and loss,	2,774 90	Total,	$613,015 95
Total,	$613,015 95		

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EMPLOYES AND SALARIES.

General officers, 3.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	16	16
Trestles:		
Number	3	3
Aggregate length	340 feet.	340 feet.
Telegraph:		
Miles of line owned by this company	23.06	23.06
Miles of wire owned by this company	23.06	23.06
Miles of line operated by Pennsylvania Railroad Company (agent)	23.06	23.06
Miles of wire operated by Pennsylvania Railroad Company (agent)	23.06	23.06

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CATAWISSA RAILROAD COMPANY.

Date of organization: March 21, 1860.

By what authority incorporated: Incorporated as Little Schuylkill and Susquehanna Railroad Company, by act of assembly March 30, 1831. Name changed to Catawissa, Williamsport and Erie Railroad Company, by act of assembly, March 20, 1849. Reorganized by foreclosure of first mortgage by act of assembly March 21, 1860, as Catawissa Railroad Company.

Operated by Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Emmor Weaver	Philadelphia, Pa.	May 4, 1891.
George C. Carson	do.	do.
Edward S. Buckley	do.	do.
R. Dale Benson	do.	do.
John S. Graham	do.	do
Francis K. Shipper	do.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Philadelphia, Pa.

Postoffice address of operating company: Philadelphia, Pa.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	M. P. Hutchinson	Philadelphia, Pa.
Secretary	R. M. Elliott	do.
Treasurer	M. P. Hutchinson	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Catawissa railroad (including sidings and laterals).	Tamanend	Williamsport	Philadelphia and Reading Railroad Company.	145.2	145.2
Total mileage				145.2	145.2

This road was leased to the Philadelphia and Reading Railroad Company, November 1, 1872, for nine hundred and ninety-nine years, at thirty per cent. of gross receipts, the mimimum sum to be not less than $226,000.00, and maintenance of organization.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	2	$6,700 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Assumed by lessees.

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: Chartered April, 1853.
By what authority incorporated: State of Pennsylvania.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
David Runkle	Phillipsburg, N. J.	First Monday in November, 1890.
John T. Knight	Easton, Pa.	do. do.
Benjamin G. Clark	New York, N. Y.	do. do.
Samuel Dickson	Philadelphia, Pa.	do. do.
Charles E. Haven	Philadelphia, Pa.	do. do.
Charles Stewart Wurts	Philadelphia, Pa.	do. do.
George M. Troutman	Philadelphia, Pa.	do. do.
Samuel Thomas	Catasauqua, Pa.	do do.
William R. Thomas	Catasauqua, Pa.	do. do.
John Thomas	Hokendauqua, Pa.	do. do.

Date of last meeting of stockholders for election of directors: First Monday of November, 1889.

Postoffice address of general office: Catasauqua, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Pesident	Geo. F. Barns	Philadelphia, Pa.
Vice-President	William S. Pilling	Philadelphia, Pa.
Secretary	John Williams	Catasauqua, Pa.
Treasurer	John Williams	Catasauqua, Pa.
Chief Engineer	C. W. Chapman	Catasauqua, Pa.
Auditor	R. E. Williams	Catasauqua, Pa.
General Ticket Agent	John Williams	Catasauqua, Pa.
General Freight Agent	Robert E. Williams	Catasauqua, Pa.
General Superintendent	C. W. Chapman	Catasauqua, Pa.
General Baggage Agent	R. E. Williams	Catasauqua, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Catasauqua and Fogelsville railroad	Catasauqua	Rittenhouse Gap	20.00	20.00
Breinigsville branch	Trexlertown	Sichty	5.50	5.50
Total			25.50	25.50

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road	$523,185 59		Capital stock	$426,900 00	
Cost of equipment	135,150 00		Funded debt	135,000 00	
		$658,335 59			$561,900 00
Cash and current assets		135,893 12	Current liabilities		31,284 53
Sundries		16,608 23	Profit and loss		217,652 41
Total		$810,836 94	Total		$810,836 94

IMPORTANT CHANGES DURING THE YEAR.

Three (3) registered bonds of $1,000 each bought in during year, ... $3,000 00

CONTRACTS, AGREEMENTS, ETC.

We have no contracts or agreements of any kind.

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SECURITY OF FUNDED DEBT.

Registered bonds issued on the credit of the road. Nothing mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$4,700 00	.....
General office clerks	1	660 00	.....
Station agents	3	.....	$1 96
Enginemen	2	.....	2 50
Firemen	2	.....	2 00
Conductors	1	.....	2 50
Other trainmen	12	.....	1 60
Machinists	1	.....	3 00
Carpenters	1	.....	1 90
Section foremen	1	.....	2 50
Other trackmen	23	.....	1 25
Switchmen, flagmen and watchmen	1	.....	1 25
All other employes and laborers	8	.....	1 25
Total	60	.....	.....
Distribution of above:			
General administration	4	.....	.....
Maintenance of way and structures	25	.....	.....
Maintenance of equipment	3	.....	.....
Conducting transportation	28	.....	.....
Total	60	.....	.....
Employes in Pennsylvania:			
Total yearly compensation of employes in Pennsylvania	All	in Penn	sylvania.

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number stone	3	3
Number iron	5	5
Number wooden	2	2
Telegraph:		
Miles of line owned by this company	15	15
Miles of wire owned by this company	30	30
Miles of line operated by this company	15	15
Miles of wire operated by this county	30	30

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS OF GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: No fast freight line running on this road.

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CENTRAL PENNSYLVANIA RAILROAD COMPANY.

Date of organization: May 10, 1889.
By what authority incorporated: General railroad law of State of Pennsylvania.
Not in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. H. Hicks	Watsontown, Pa.	Until successor is elected.
James I. Higbee	do.	do. do.
Lorenzo Everitt	do.	do. do.
Enoch Everitt	do.	do. do.
Simpson Smith	do.	do. do.
Hiram Dunkel	do.	do. do.
Chas. D. Berger	do.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Watsontown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. H. Hicks	Watsontown, Penn'a.
Secretary	James I. Higbee	do. do.
Treasurer	Hiram Dunkel	do. do.
Chief Engineer	H. E. Richter	do. do.
General Solicitor, Attorney or Counsel	Lorenzo Everitt	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.	
	From—	To—
Central Pennsylvania	At or near Mill Hall	Unionville.

Right of way secured and survey made, but road not yet built.

CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.
By what authority incorporated: Act of April 8, 1861.
Operated by Pittsburgh, Cincinnati and St. Louis Railway Company.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. T. Brooks,	Pittsburgh, Pa.,	May 5, 1891.
J. N. DuBarry,	Philadelphia, Pa.,	do.
John P. Green,	Philadelphia, Pa.,	do.
Wistar Morris,	Philadelphia, Pa.,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 6, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Chartiers Railway.	Mansfield,	Washington,	Pittsburgh, Cincinnati and St. Louis Railway Company.	22.76	22.76
Total mileage,				22.76	22.76

Lease to the Pittsburgh, Cincinnati and St. Louis Railway Company dated December 8, 1871, for ninety-nine years, from January 1, 1872. Lessee to maintain and operate the road and pay net earnings to lessor.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Waynesburg and Washington Railroad Company, and received payment on account of arrears of interest,	$98,900 00	7 per cent.	$2,859 50
Total,	$98,900 00		$2,859 50

STOCKS OWNED.

Waynesburg and Washington Railroad Company, total par value,	$74,150 00
Chartiers Connecting Railway Company,	21,600 00
Total,	$95,750 00

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,121,762 17	Capital stock	$645,300 00
Bonds of other companies owned	98,133 00	Funded debt	500,000 00
Stocks of other companies owned	2,251 00	Current liabilities	5,357 00
Cash and current assets	25,901 56	Profit and loss	97,392 73
Total	$1,248,047 73	Total	$1,248,047 73

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Mansfield	Washington	22.76	$21,968 36

EMPLOYES AND SALARIES.

General officers, 3.

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number stone	2	2
Number iron	27	27
Number wooden	1	1
Tunnels:		
Number	2	2
Maximum length	515	515
Minimum length	286	286
Aggregate length	801	801

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CHARTIERS RAILWAY COMPANY—PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY, LESSEE.

See report of Pittsburgh, Cincinnati and St. Louis Railway Company for list of officers, etc., of lessee company.

See report of Chartiers Railway Company for list of officers, etc., of lessor company.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of roads.	Total mileage in Pennsylvania.
	From—	To—		
Chartiers railway	Mansfield, Pa.	Washington, Pa.	22.76	22.76
Chartiers Connecting railroad	Washington terminus Chartiers railway.	Washington terminus W. & W. R. R.	72	72
Total mileage operated			23.48	23.48

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of its gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates in the proportion of the earnings therefrom of each to the whole, customary rates are also paid for the use their cars.

Telegraph companies: The Western Union Telegraph Company pays this company a fixed rental for telegraph privileges.

No contracts with other companies of the nature referred to under these heads.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$335 16	
General office clerks	2	462 84	$0 74
Station agents	13	6,907 45	1 46
Other station men	11	5,679 36	1 39
Enginemen	5	5,760 00	3 15
Firemen	5	3,360 00	1 84
Conductors	5	5,820 00	3 19
Other trainmen	18	11,040 00	1 68
Carpenters	2	1,252 00	2 00
Section foremen	5	2,700 00	1 48
Other trackmen	83	32,517 14	1 25
Switchmen, flagmen and watchmen	11	4,620 00	1 15
Telegraph operators and dispatchers	3	2,280 00	2 08
All other employes and laborers	1	600 00	1 64
Total	166	$83,323 95	
Distribution of above:			
General administration	4	$798 00	
Maintenance of way and structures	90	36,469 14	
Conducting transportation	72	46,056 81	
Total	166	$83,323 95	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	166		
Total yearly compensation of employes in Pennsylvania		$83,323 95	

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	2	2
Number iron,	27	27
Number wooden,	1	1
Tunnels:		
Number,	2	2
Maximum length,	515	515
Minimum length,	286	286
Aggregate length,	801	801
Telegraph:		
Miles of wire owned by this company,	22.8	22.8
Miles of line owned and operated by this company jointly with the Western Union Telegraph Company,	22.8	22.8
Miles of wire owned and operated by Western Union Telegraph Company,	237.2	237.2

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

CHERRY GROVE RAILROAD COMPANY.

Date of organization: November 21, A. D. 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by Tionesta Valley Railroad.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Walter Horton,	Sheffield, Pa.	J. F. Schoellkopf,	Buffalo, N. Y.
Webb Horton,	Middletown, N. Y.	C. W. R. Radeker,	Sheffield, Pa.
Jerry Crary,	Sheffield, Pa.	John McNair,	Sheffield, Pa.
Geo. Horton,	Sheffield, Pa.	J. H. Horton,	Sheffield, Pa.
Isaac Horton,	Sheffield, Pa.		

Date of last meeting of stockholders for election of directors: January 9, 1890.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Walter Horton.	Sheffield, Warren co., Pa.
Vice President.	Webb Horton,	Middletown, N. Y.
Secretary.	J. Crary.	Sheffield, Pa.
Treasurer.	Chas. Sigel.	Sheffield, Pa.
General Solicitor, Attorney or Counsel,	C. H. Noyes & Hinckley,	Warren, Pa.
Auditor.	A. H. Bailey,	Sheffield, Pa.
General Manager.	Isaac Horton.	Sheffield, Pa.
General Passenger Agent,	George Horton.	Sheffield, Pa.
General Ticket Agent.	George Horton,	Sheffield, Pa.
General Freight Agent.	George Horton,	Sheffield, Pa.
General Superintendent.	Jerry Crary.	Sheffield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cherry Grove railroad.	Sheffield, Pa.,	Garfield.	.....	11

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tionesta Valley Railroad at an annual rental of $300.

CHESTER CREEK RAILROAD COMPANY.

Date of organization: Chartered April 16, 1866.

By what authority incorporated: Special acts, April 16, 1866, April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company, Lessee.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eben F. Barker,	Philadelphia, 208 South Fourth street.	January 12, 1891.
J. N. DuBarry,	Philadelphia, 233 South Fourth street.	do.
Richard Peters,	Thurlow, Pa.	do.
George K. Crozer,	Upland, Pa.,	do.
Thos. Appleby,	Chester, Pa.,	do.
Amos Gartside,	Chester, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Eben F. Barker.	Philadelphia, 208 South Fourth street.
Secretary.	William Ward.	Chester, Pa.
Treasurer.	Robert W. Smith.	Philadelphia, 233 South Fourth street.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester Creek railroad,	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.69	6.69
Total mileage,				6.69	6.69

The Chester Creek railroad is leased for a term of 999 years to the Philadelphia and Baltimore Central Railroad Company at an annual rental equal to six per cent. upon $185,000 of the capital stock, and $185,000 of the bonds of the Chester Creek Railroad Company. Lessee to pay all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	11,745 00	Funded debt,	185,000 00
		Current liabilities,	11,745 00
Total,	$468,845 00	Total,	$468,845 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds for $185,000,	Lamokin,	Lenni,	6.69	$27,653 00

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	6	6
Number wooden,	3	3
Trestles:		
Number,	2	2
Aggregate length,	265 feet.	265 feet.
Telegraph:		
Miles of line operated by P., W. & B. R. R. Co. as agent for lessee,	6.69	6.69
Miles of wire operated by P., W. & B. R. R. Co. as agent for lessee,	6.69	6.69

Gauge of track, ... 4 feet 9 ins.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

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CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Operated by Philadelphia and Reading Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	Second Monday in January, 1891.
S. A. Caldwell,	Philadelphia,	do. do.
A. A. McLeod,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
Geo. F. Baer,	Reading,	do. do.
Wm. Ward,	Chester,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Philadelphia.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester and Delaware River railroad.	Thurlow,	Eddystone,	Philadelphia and Reading Railroad Company.	4.40	.....

Operated by the Philadelphia and Reading Railroad Company, through control of capital stock. Operators meet all the financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$251,981 84	Capital stock,	$39,550 00
		Funded debt,	12,300 00
Total,	$251,981 84	Current liabilities,	200,131 84
		Total,	$251,981 84

EMPLOYES AND SALARIES.

General officers, 3; no yearly compensation.

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	1
Number wooden,	3	3
Trestles:		
Number,	3	3
Aggregate length,	284	284

Gauge of track, ... 4 ft. 8½ in.

CHESTNUT HILL RAILROAD COMPANY.

Date of organization: Charter approved April 10, 1848.

By what authority incorporated: Of the State of Pennsylvania (special act).

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. W. Colket,	202 Walnut place, Philadelphia,	Second Monday in January, 1891.
C. Stewart Patterson,	38 S. Third street, Philadelphia,	do. do.
E. H. Weil,	S. W. cor. Fourth and Chestnut sts., Philadelphia,	do. do.
W. S. Wilson,	132 S. Third street, Philadelphia,	do. do.
Lewis Elkin,	242 S. Seventh street, Philadelphia,	do. do.
C. Howard Colket,	2039 Walnut street, Philadelphia,	do. do.
J. Sergeant Price,	709 Walnut street, Philadelphia,	do. do.
Eli Kirk Price,	709 Walnut street, Philadelphia,	do. do.
Samuel Y. Heebner,	Summit ave., Chestnut Hill, Philadelphia,	do. do.
Charles C. Slifer,	Flourtown, Montgomery county, Pa.,	do. do.
Charles Schaffer,	1309 Arch street, Philadelphia,	do. do.
H. Pratt McKean,	153 Dock street, Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1890.

Postoffice address of general office: No. 132 South Third street, Philadelphia, Pa.

Postoffice address of operating company: No. 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. W. Colket,	202 Walnut place, Philadelphia, Pa.
Treasurer,	Wm. W. Stephens,	132 S. Third street, Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chestnut Hill Railroad,	Germantown,	Chestnut Hill.	Philadelphia and Reading Railroad Company.	4¼	4¼

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION—CONTINUED.

The Chestnut Hill railroad was leased to the Philadelphia and Reading Railroad Company, on December 2, 1870, for a term of 999 years, at an annual rental of $14,478.00, being 12 per cent. on 2,413 shares, at a par value of $50 per share, together with an annual payment of $2,000.00 for the purpose of maintaining the corporate organization of the company. All questions not answered in this report should be returned by the lessees.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Lands owned (old accounts)	$15,505 98	Capital stock	$120,650 00
Road (old accounts)	105,144 02	Unpaid dividends	102 00
Cash	102 00	Total	$120,752 00
Total	$120,752 00		

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	2	$2,000 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

CLERMONT AND BRADFORD RAILROAD COMPANY.

Date of organization: June 3, 1882.

By what authority incorporated: General law, act of April 4, 1868, and supplements. Charter dated June 10, 1882.

The proposed line of railroad is from near Clermont, in McKean county, Pennsylvania, to the line of the New York, Lake Erie and Western Coal and Railroad Company, and the (late) Big Level and Kinzua Railroad Company at Mount Jewett, McKean county.

The total expenditure to date for location and surveying is $785.77, but no work has yet been done beyond surveying and locating.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Hacker	161 Wister street, Germantown, Phila.	June 1, 1891.
H. M. Albertson	237 Allen street, Philadelphia	do.
A. A. Clay	Wilcox, Elk county, Pa.	do.
A. H. Williams	1922 Camac street, Philadelphia	do.
H. L. Guylin	Villa Nova, Pa.	do.
H. G. Clay	1734 Pine street, Philadelphia	do.
A. J. Miller	1746 North Eighth street, Philadelphia	do.

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Date of last meeting of stockholders for election of directors: There has been no election of directors since the first; they hold over from year to year.

Postoffice address of general office: 522 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	William Hacker.	161 Wister street, Germantown, Philadelphia.
Vice President.	A. A. Clay.	Wilcox, Elk county, Pa.
Secretary. / Treasurer.	H. G. Clay.	1734 Pine street, Philadelphia.

CLEVELAND AND PITTSBURGH RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See lessor's company's report.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAME.	ADDRESS.
President.	George B. Roberts.	Philadelphia.
First Vice President.	J. N. McCullough.	Pittsburgh.
Second Vice President.	James McCrea.	Pittsburgh.
Third Vice President.	Thomas D. Messler.	Pittsburgh.
Secretary.	S. B. Liggett.	Pittsburgh.
Treasurer.	John E. Davidson.	Pittsburgh.
Chief Engineer.	Thomas Rodd.	Pittsburgh.
General Counsel.	I. T. Brooks.	Pittsburgh.
Controller.	Thomas D. Messler.	Pittsburgh.
Assistant Controller.	John W. Renner.	Pittsburgh.
Auditor of Passenger Receipts.	J. P. Farley.	Pittsburgh.
Auditor of Freight Receipts.	A. McElevey.	Pittsburgh.
Auditor of Disbursements.	James Instan.	Pittsburgh.
General Manager.	Joseph Wood.	Pittsburgh.
General Supt. of Transportation.	E. B. Taylor.	Pittsburgh.
General Passenger Agent.	E. A. Ford.	Pittsburgh.
General Ticket Agent.	E. A. Ford.	Pittsburgh.
General Freight Agent.	Wm. Stewart.	Pittsburgh.
General Superintendent.	Charles Watt.	Pittsburgh.
Division Superintendent.	L. F. Loree.	Wellsville, Ohio.
Superintendent of Telegraph.	E. C. Bradley.	Pittsburgh.
General Baggage Agent.	R. R. Bentley.	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Cleveland and Pittsburgh railroad.	Rochester, Pa.	Cleveland, Ohio.	123.80	14.93
	Yellow Creek, Ohio.	Bellaire, Ohio.	43.44	.....
	Bayard, Pa.	New Philadelphia, O.	31.10	.....
*Pittsburgh, Ft. Wayne and Chicago railway.	Rochester, Pa.	Pittsburgh, Pa.	25.64	25.64
Total mileage operated.			223.98	40.57

* Used jointly under trackage rights.

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CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of its gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

Sleeping, Parlor or Dining Car Companies: The Pullman's Palace Car Company furnishes its own cars for use over the lines of this company, maintaining the same, and collecting from passengers 25 cents to $2.50 each for single berth or seat, according to distance, in addition to the regular railroad fare collected by this company.

Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of their cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed rental for telegraph privileges. It receives a proportion of the telegraph receipts, and pays a proportion of the expenses.

No contracts with other companies of the nature referred to under these heads.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	32	$15,959 63	.....
Superintendent	1	3,000 00	.....
Division freight agent	1	2,700 00	.....
General agent	1	3,600 00	.....
General office clerks	37	29,401 70	$2 54
Station agents	65	39,982 00	1 97
Other station men	184	94,782 21	1 65
Enginemen	100	116,167 47	3 70
Firemen	105	64,008 70	1 95
Conductors	98	92,208 40	3 00
Other trainmen	286	160,862 47	1 80
Machinists	37	27,111 09	2 34
Carpenters	65	40,181 63	1 97
Other shopmen	183	101,048 15	1 77
Section foremen	48	27,560 00	1 84
Other trackmen	324	116,871 85	1 15
Switchmen, flagmen and watchmen	24	32,747 72	1 56
Telegraph operators and dispatchers	80	47,176 00	1 88
All other employes and laborers	474	234,096 15	1 58
Total	2,145	$1,249,465 17	$80 70
Distribution of above:			
General administration	72	$54,661 33	.....
Maintenance of way and structures	372	144,431 85	.....
Maintenance of equipment	285	168,340 87	.....
Conducting transportation	1,416	882,031 12	.....
Total	2,145	$1,249,465 17	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	389	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$226,318 43	.....

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	42	5
Number iron	66	5
Number wooden	31	.....
Tunnels:		
Number	1	.....
Maximum length	994½ feet.	.....
Telegraph:		
Miles of wire owned by this company	433.4	45
Miles of wire operated by this company	433.4	45
Miles of line owned and operated by this company, jointly with W. U. T. Co.	191	15
Miles of wire owned and operated by this company, jointly with W. U. T. Co.	32.1	.....
Miles of wire owned and operated by W. U. T. Co.	388.8	45

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? See lessor company's report.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association; Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line; Green Line (for oil traffic).

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

Operated by Pennsylvania Company.
See former reports.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. McCullough	Pittsburgh	January 7, 1891.
B. F. Jones	Pittsburgh	do.
George B. Roberts	Philadelphia	do.
Wm. Bucknell	Philadelphia	do.
Charles Lanier	New York, N. Y.	do.
Wm. C. Egleston	New York, N. Y.	do.
E. A. Ferguson	Cincinnati, O.	do.
J. V. Painter	Cleveland, O.	do.
E. R. Perkins	Cleveland, O.	do.
R. P. Ramsey	Cleveland, O.	do.
R. F. Smith	Cleveland, O.	do.
W. W. Holloway	Bridgeport, O.	do.

Date of last meeting of stockholders for election of directors: January 1, 1890.
Postoffice address of general office: Cleveland, Ohio.
Postoffice address of operating company: Pittsburgh, Pa.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. McCullough,	Pittsburgh.
Secretary, / Treasurer,	G. A. Ingersoll,	Cleveland, O.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cleveland and Pittsburgh.	Cleveland, / Bayard, / Rochester	Yellow Creek, / New Philadelphia / Bellaire.	Pennsylvania Company.	198.34	15

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$14,210,382 40	Capital stock,	$11,247,057 26
Cost of equipment,		3,640,697 67	Funded debt,	6,501,343 63
Cash and current assets,		175,679 93	Current liabilities,	168,285 00
Other assets:			Accrued interest on funded debt not yet payable,	21,690 00
Sinking fund,	$1,593,192 85		Lessee—betterments,	311,276 25
Sundries	261,210 66	1,854,403 51	Profit and loss,	1,651,511 37
Total,		$19,901,163 51	Total,	$19,901,163 51

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	2	$8,000 00
Transfer agency,	1	2,000 00
Total,	3	$10,000 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking funds for a portion. Issue of new bonds for balance.

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COAL GLEN RAILROAD COMPANY.

Date of organization: June 28, 1889.

By what authority incorporated: An act of general assembly, Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the supplements thereto.

This company has never performed any work towards the construction of the railroad, and it proposes at once to institute proceedings for its dissolution.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Rollin H. Wilbur,	South Bethlehem, Pa.,	June 28, 1890.
Robt. P. Linderman,	South Bethlehem, Pa.,	do.
Wm. H. Gummere,	South Bethlehem, Pa.,	do.
Chas. H. Neisser,	West Bethlehem, Pa.,	do.
Arnon P. Miller,	West Bethlehem, Pa.,	do.
C. F. Smith,	Bethlehem, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 28, 1889.

Postoffice address of general office: South Bethlehem, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. A. Wilbur,	South Bethlehem.
Secretary,	R. M. Gummere,	South Bethlehem.
Treasurer,	R. M. Gummere,	South Bethlehem.
General Solicitor, Attorney or Counsel,	H. S. Drinker,	Philadelphia.

COLEBROOKDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Special act March 23, 1865.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Austin Corbin,	Philadelphia,	Third Monday in January, 1891.
Thomas Cochran,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
S. R. Shepley,	Philadelphia,	do. do.
D. B. Boyer,	Boyertown, Pa.,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 20, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph L. Bailey,	Pine Iron Works, Pa.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welsh,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Colebrookdale railroad,	Pottstown,	Barto,	Philadelphia and Reading Railroad Company,	12.80	12.80

The Colebrookdale railroad was leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for twenty years, from January 1, 1870. Lessee pays all expense of operating and to this company as rental a sum equal to thirty per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$672,341 73	Capital stock,	$297,215 00
Cash and current assets,	83 70	Funded debt,	600,000 00
Profit and loss,	494,115 26	Current liabilities,	266,325 89
Total,	$1,166,540 89	Accrued interest on funded debt not yet payable,	3,000 00
		Total,	$1,166,540 89

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Pottstown,	Barto,	15.70	$38,216 56

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers,	3	$240 00

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	11	11
Trestles:		
Number	10	10
Aggregate length	1,781 feet.	1,781 feet.

Gauge of track . . . . . 4 ft. 8½ in.

COLUMBIA AND PORT DEPOSIT RAILROAD COMPANY.

Date of organization: June 1, 1864.

By what authority incorporated: An act to incorporate the Washington and Maryland Line Railroad Company, enacted by the general assembly of the Commonwealth of Pennsylvania, approved April 12, 1856; supplement, approved March 29, 1860; supplement, approved April 1, 1863; an act relating to the Columbia and Maryland Line Railroad Company, enacted by the general assembly of the Commonwealth of Pennsylvania, approved April 4, 1864; an act to incorporate the Columbia and Port Deposit Railroad Company, enacted by the general assembly of the State of Maryland, to take effect from the date of its passage—chapter 103, passed February 20, 1858; supplement, chapter 31, passed January session, 1864.

If a consolidated company, name the constituent companies: Columbia and Maryland Line Railroad Company, name changed to the Columbia and Port Deposit Railroad Company; Columbia and Port Deposit Railroad Company of Maryland; acts of the Commonwealth of Pennsylvania, April 12, 1856; March 29, 1860; April 1, 1863; April 4, 1864, and date of consolidation, June 1, 1864; acts of the general assembly of the State of Maryland, February 20, 1858; January session, 1864, and date of consolidation June 1, 1864.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Jacob Tome	Port Deposit, Md.	February 18, 1891.	
G. B. Roberts	Philadelphia	do.	do.
Wistar Morris	Philadelphia	do.	do.
Alexander Biddle	Philadelphia	do.	do.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.	do.	do.
J. N. DuBarry	Philadelphia	do.	do.
W. J. Howard	Philadelphia	do.	do.
Henry D. Welsh	Philadelphia	do.	do.
John P. Green	Philadelphia	do.	do.
W. L. Elkins	Philadelphia	do.	do.
Wm. A. Patton	Philadelphia	do.	do.
Frank Thompson	Philadelphia	do.	do.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Philadelphia, Pa.
Secretary,	James R. McClure,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Columbia and Port Deposit railroad.	Columbia.	Port Deposit,	Pennsylvania Railroad Company.	39.83	28.97
*Philadelphia, Wilmington and Baltimore railroad.			Pennsylvania Railroad Company.	3.70	
Total mileage.				43.53	28.97

Operating agreement with the Pennsylvania Railroad Company, dated June 13, 1877.

The Pennsylvania Railroad Company to operate the Columbia and Port Deposit railroad upon the following conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to the Columbia and Port Deposit Railroad Company.

2. To deduct from the years receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the same.

3. To pay over any moneys remaining, after the foregoing deductions, to the treasurer of the Columbia and Port Deposit Railroad Company.

4. The said arrangement, to be terminable at the option of either party upon thirty days' notice, given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,047,853 47	Capital stock,	$497,100 00
Profit and loss,	1,395,386 53	Funded debt,	1,882,000 00
		Current liabilities,	1,064,140 00
Total,	$3,443,240 00	Total,	$3,443,240 00

IMPORTANT CHANGES DURING THE YEAR.

The Columbia and Port Deposit railroad was sold under foreclosure of mortgage, March 4, 1890, and reorganized by the formation of two companies, one, the Columbia and Port Deposit Railway Company, for that portion of the road within the State of Pennsylvania, the certificate of organization of which was filed with the Secretary of the Commonwealth of Pennsylvania, May 28, 1890, and the other of which, the Port Deposit Railroad Company, for the portion of the road within the State of Maryland, the certificate of organization of which was filed with the Secretary of State of the State of Maryland, on May 28, 1890. Upon May 29, 1890, the boards of directors of the said two companies, namely: the Columbia and Port Deposit Railway Company and the Port Deposit Railroad Company adopted an agreement of consolidation and merger, which was ratified and confirmed by the stockholders of both companies on

*Leased by the Columbia and Port Deposit Railroad Company from the Philadelphia, Wilmington and Baltimore Railroad Comyany.

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the same date, and certified copies of the same were sent to the respective Secretaries of State of Pennsylvania and Maryland. A copy of said agreement was filed in the office of the Secretary of State of the State of Maryland on June 21, 1890, and a copy sent for file in the office of the Secretary of the Commonwealth of Pennsylvania on June 20, 1890, but up to June 30, no certificate has been received of its having been filed in said office.

The amounts of capital stock and bonds of the two reorganized companies jointly, both before and after consolidation and merger, remained the same as those of the Columbia and Port Deposit Railroad Company prior to foreclosure, and held by the same parties in interest, and the road has continued to be operated by the Pennsylvania Railroad Company upon the same terms and under the same conditions as theretofore.

It has, therefore, been deemed expedient to make the annual report for the Columbia and Port Deposit Railroad Company cover the entire fiscal year ending June 30, 1890, and commence with the new or consolidated corporation (the Columbia and Port Deposit Railway Company) on July 1, 1890.

CONTRACTS, AGREEMENTS, ETC.

Operating agreement with Pennsylvania Railroad Company.

Lease from Philadelphia, Wilmington and Baltimore Railroad Company, to the Columbia and Port Deposit Railroad Company, of railroad from Port Deposit, Md., to Perryville, Md., for a term of ten years from and after May 1, 1882, at a rental of $13,000 per annum.

Trackage contract between the Columbia and Port Deposit Railroad Company, and the Philadelphia and Baltimore Central Railroad Company, from year to year from and after May 1, 1882, for the use of track between Octoraro Junction, Md., and Perryville, Md., at a rental of $4,000 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, . . .	Columbia, Pa., ...	Port Deposit, Md., . . .	39.83	$47,250 82

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone, ...	14	13
Number iron, ...	4	2
Number wooden, ...	10	7
Telegraph:		
Miles of line owned by this company, ...	39.83	28.97
Miles of wire owned by this company, ...	79.66	57.94
Miles of line operated by Pennsylvania Railroad Company, ...	44.53	28.97
Miles of wire operated by Pennsylvania Railroad Company, ...	89.06	57.94

NOTE.—4.7 miles of line and 9.4 miles of wire operated by the operating line belongs to the Western Union Telegraph Company, and is located on the Port Deposit Branch, a line leased to the C. & P. D. R. R.

Gauge of track, ... 4 ft. 9 in.

What provision, if any, has been made by this road for the payment of its funded debt? No provisions made.

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CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.

If a consolidated company, name the constituent companies: Confluence and State Line Railroad Company; State Line and Oakland Railway Company; Merged April 2, 1890, under the name of Confluence and Oakland Railroad Company.

Operated by Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. King	Philadelphia, Pa.	Second Monday January, 1891.
Jno. K. Cowen	Baltimore, Md.	do. do.
E. J. D. Cross	Baltimore, Md.	do. do.
Geo. W. Haulenbeek	Baltimore, Md.	do. do.
J. Bayard Henry	Philadelphia, Pa.	do. do.
Joseph U. Crawford	Philadelphia, Pa.	do. do.
Edward D. Toland	Philadelphia, Pa.	do. do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thos. M. King	Philadelphia, Pa.
Secretary	G. W. Haulenbeek	Baltimore, Md.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Confluence and Oakland Railroad Company	C. & O. Junction, Pa.	Manor Lands, Md.	19.70	12.80

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Confluence and Oakland railroad was leased to the Baltimore and Ohio Railroad Company, by indenture dated May 1, 1890, for the term of nine hundred and ninety-nine (999) years from November 1, 1889.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$230,000 00	Capital stock	$200,000 00
Other assets:		Funded debt	200,000 00
Profit and loss	170,000 00		
Total	$400,000 00	Total	$400,000 00

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	C. & O. Junc., Pa.	Manor Lands, Md.	19.70	$16,666 66

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents,	2		$1 53
Enginemen,	1		3 50
Firemen,	1		1 75
Conductors,	1		3 00
Other trainmen,	2		1 60
Section foremen,	3		1 35
Other trackmen,	13		1 10
Total,	23		
Distribution of above:			
Maintenance of way and structures,	16		
Conducting transportation,	7		
Total,	23		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	6	6
Trestles:		
Number,	5	4
Aggregate length,	662 feet.	600 feet.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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CONNECTING RAILWAY COMPANY.

Date of organization: Incorporated by act of April 4, 1863.

By what authority incorporated: Act April 4, 1863; act May 7, 1864; act March 14, 1865; act April 6, 1867; act March 26, 1868.

Operated by Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wistar Morris.	Philadelphia.	June 9, 1891.
G. B. Roberts.	Philadelphia.	do.
John P. Green.	Philadelphia.	do.
Henry D. Welsh.	Philadelphia.	do.
Wm. A. Patton.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood.	do.

Date of last meeting of stockholders for election of directors: June 10, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE	NAME.	ADDRESS.
President.	J. N. DuBarry.	Philadelphia.
Secretary.	Albert Hewson.	Philadelphia.
Treasurer.	Taber Ashton.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
The Connecting Railway Company.	Frankford Junction.	Mantua.	Pennsylvania Railroad Co.	6.75	6.75
Total mileage.				6.75	6.75

Leased to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863.

Rental, $139,992.90, which is equivalent to 6 per cent. on capital stock, 6 per cent. on outstanding bonds and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$3,196,780 84	Capital stock.	$1,278,300 00
Cash and current assets.	2,277 45	Funded debt.	991,000 00
		Current liabilities.	929,758 29
Total.	$3,199,058 29	Total.	$3,199,058 29

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Frankford Junction.	Mantua,	6.75	$146,814 81

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3		
Total,	3		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	7	7
Number iron,	11	11
Telegraph:		
Miles of lines owned by this company,	6.75	6.75
Miles of wire owned by this company,	77.86	77.86
*Miles of line operated by Pennsylvania Railroad Company (Lessee),	12.75	12.75
Miles of wire operated by Pennsylvania Railroad Company (Lessee),	77.86	77.86

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

*Six miles of line operated by the Pennsylvania Railroad Company belong to the Western Union Telegraph Company.

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CORNING, COWANESQUE AND ANTRIM RAILWAY COMPANY.

By what authority incorporated: Consolidated. (See below).

If a consolidated company, name the constituent companies: Formed by consolidation of Blossburg and Corning Railroad Company (reorganized March 19, 1854, under general railroad laws of New York) with the Wellsboro' and Lawrenceville Railroad Company.

Operated by the Fall Brook Coal Company.

Date of last meeting of stockholders for election of directors: November 14, 1888.

Postoffice address of general office: Watkins, N. Y.

Postoffice address of operating company: Fall Brook Coal Company, Corning, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Corning, Cowanesque and Antrim railway.	Corning, N. Y.	Antrim, Pa.	Fall Brook Coal Company.	53	38
Cowanesque Valley, branch of same.	Lawrenceville, Pa.	Harrison Valley, Pa.	do. do.	31.94	31.94

Contract dated February 13, 1873, subject to termination at any time by the act of both parties, for the posession and operation of the road. Rental, $150,000.00 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,250,000 00	Capital stock,	$2,000,000 00
Lands owned, i. e., "real estate special,"	32,777 03	Funded debt,	1,500,000 00
		Fall Brook Coal Company,	20,282 02
		Profit and loss,	12,495 01
Total,	$3,282,777 03	Total,	$3,282,777 03

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CORNING, COWANESQUE AND ANTRIM RAILWAY, FALL BROOK COAL COMPANY, LESSEES.

Date of organization : May 12, 1859.

By what authority incorporated : Special, pamphlet laws Pennsylvania, 1859, page 745. Supplement, pamphlet laws Pennsylvania, 1865, page 910. Supplement, pamphlet laws Pennsylvania, 1870, page 185. Chapter 192, Laws of New York, 1864 Chapter 139, Laws of New York, 1873.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George J. Magee	Corning, N. Y.
First Vice President and Treasurer	John Lang	do.
Second Vice President and Counsel	Daniel Beach	do.
Secretary and Assistant Treasurer	John H. Lang	do.
Auditor	Wm. Nicholson	do.
Traffic Manager	E. F. Kershner	do.
General Passenger Agent	W. H. Northrop	do.
Local Freight Agent	J. D. Lawton	do.
General Superintendent	G. R. Brown	do.
Assistant Superintendent	R. H. Canfield	do.
Car Accountant	J. B. Terbell	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Fall Brook branch	Blossburg, Pa.	Fall Brook, Pa.	7.20	7.20
Cowanesque branch	Lawrenceville, Pa.	Harrison Valley, Pa.	31.94	31.94
Corning, Cowanesque and Antrim railway, main line	Corning, N. Y.	Antrim, Pa.	53	38
Total mileage operated			92.14	77.14

CONTRACTS, AGREEMENTS, ETC.

American Express Company. They pay first-class rates. Railroad furnish cars and keep same in repair.

Compensation fixed by United States Government for main line, $3,886.13 per annum.

Compensation fixed by United States Government for Cowanesque branch, $2,451.49 per annum.

Compensation fixed by United States Government for Fall Brook branch, $331.31 per annum.

Red, Blue, White, Nickel Plate, Interstate Despatch, Erie Despatch and Merchants' Despatch. All on same terms. Receive for freight a pro rata of a fixed through rate. Each line furnishes its own cars and receives the regular mileage rates.

Agreement with Western Union Telegraph Company for use of line and pay half of gross receipts for same.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	11	$14,000 00	.....
General office clerks	24	15,091 51	.....
Station agents (part act as operators, too)	18	8,445 60	$40 per mo.
Other station men	15	7,075 18	$1 50
Enginemen	21	28,963 87	3 75
Firemen	25	20,957 37	2 10
Conductors	23	16,130 10	2 25
Other trainmen	58	29,328 87	1 62½
Machinists	38	25,469 33	2 75
Carpenters	36	21,977 50	2 50
Other shopmen	17	9,563 11	1 75
Section foremen	18	9,560 60	$45 per mo.
Other trackmen	145	64,289 20	$1 25
Switchmen, flagmen and watchmen	18	7,965 12	1 75
Telegraph operators and dispatchers	12	4,967 20	$40 per mo.
All other employes and laborers	70	7,455 60	$1 50
Total	549	$291,430 16	.....
Distribution of above:			
General administration	35	$29,091 51	.....
Maintenance of way and structures	210	94,008 60	.....
Maintenance of equipment	84	38,213 19	.....
Conducting transportation	220	130,116 86	.....
Total	549	$291,430 16	.....
Employes in Pennsylvania: Total yearly compensation of employes in Pennsylvania: Seventy-seven ninety-seconds of above.			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	41	41
Number wooden	103	103
Trestles:		
Number	14	14
Aggregate length	1,165 feet.	1,165 feet.
Telegraph:		
Miles of line owned by this company	53	38
Miles of wire owned by this company	106	76
Miles of line operated by this company	53	38
Miles of wire operated by this company	106	76

Gauge of track, ... 4 ft. 8½ in

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White, Blue, Nickel Plate, Merchants' Despatch, Erie Despatch, Interstate Despatch. All on same terms. Receive for freight a pro rata of a fixed through rate. Each line furnishes its cars and receives the regular mileage rate.

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CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850
By what authority incorporated: General railroad laws of Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Wm. C. Freeman,	Cornwall, Pa.,	Second Monday in January, 1891.	
F. C. Freeman,	Cornwall, Pa.,	do.	do.
R. Percy Alden,	Cornwall, Pa.,	do.	do.
J. P. Jackson,	Cornwall, Pa.,	do.	do.
D. S. Hammond,	Lebanon, Pa.,	do.	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. C. Freeman,	Cornwall, Pa.
Vice-President,	R. Percy Alden,	Cornwall, Pa.
Secretary,	J. P. Jackson,	Cornwall, Pa.
Treasurer,	D. S. Hammond,	Lebanon, Pa.
General Solicitor, Attorney or Counsel,	H. C. Smith,	Lebanon, Pa.
General Superintendent,	A. A. Neff,	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Cornwall railroad,	Lebanon, Pa.,	Mt. Hope, Pa.,	12.67	All.
Second track,			3.00	All.
Yard tracks, sidings and spurs,			12.71	All.
Total mileage operated,			28.38	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$375,522 34	Capital stock,	$400,000 00
Cost of equipment,	178,508 35	Current liabilities,	67,000 00
Lands owned,	44,319 10	Profit and loss,	439,938 28
Cash and current assets,	8,588 49		
Total,	$606,938 28	Total,	$906,938 28

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. The Cornwall railroad receives for carrying express matter 10 cts. per 100 lbs. for through and 20 cts. per 100 lbs. for local.

Mail carried from Lebanon to Cornwall for an annual compensation of $271.88 payable quarterly.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	8	$7,026 00	.....
General office clerks	3	2,120 00	$2 50
Station agents	4	1,740 00	1 50
Enginemen	5	4,280 88	2 57
Firemen	5	3,013 68	1 79
Conductors	5	3,481 44	2 15
Other trainmen	12	6,341 88	1 75
Machinists	3	1,925 76	1 98
Carpenters	4	2,184 00	1 84
Other shopmen	17	6,745 20	1 40
Section foremen	5	3,000 00	1 67
Other trackmen	51	16,163 28	1 30
Switchmen, flagmen and watchmen	5	1,620 00	1 00
Telegraph operators and dispatchers	2	1,380 00	2 00
All other employes and laborers	4	1,098 00	1 15
Total	133	$62,120 12	.....
Distribution of above:			
General administration	11	$9,146 00	.....
Maintenance of way and structures	56	19,163 28	.....
Maintenance of equipment	24	10,854 96	.....
Conducting transportation	42	22,955 88	.....
Total	133	$62,120 12	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	133	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$62,120 12	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.
Bridges:	
Number stone	8
Number iron	13
Number wooden	4
Telegraph:	
Miles of line owned by this company	14
Miles of wire owned by this company	14

Gauge of track ..... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Lebanon station, the property of the Philadelphia and Reading Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: By laws of Pennsylvania, act of April 4, 1868, and supplements thereto.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railroad Company, chartered March 28, 1889.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Grant Weidman	Lebanon, Pa.	January, 1891.
John Melly	do. do.	do. do.
C. Shenk	do. do.	do. do.
J. H. Redsecker	do. do.	do. do.
A. Hess	do. do.	do. do.
Geo. D. Rise	do. do.	do. do.
C. W. Few	do. do.	do. do.

Date of last meeting of stockholders for election of directors: Monday, January 13, 1890.

Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Robert H. Coleman	Lebanon, Pa.
Secretary	Geo. D. Rise	do. do.
Treasurer	Allen D. Hoffer	do. do.
Chief Engineer	T. R. Crowell	do. do.
General Solicitor, Attorney or Counsel	Grant Weidman	do. do.
General Passenger Agent	J. D. Henderson	do. do.
General Freight Agent	J. D. Henderson	do. do.
General Superintendent	Ned Irish	do. do.
Superintendent of Telegraph	E. W. Ash	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cornwall and Lebanon railroad	Conewago	Lebanon	21.66	....
	Cornwall	Ore Banks	1.17	....
	Lebanon	North Lebanon	0.34	....
	Lebanon	East Lebanon	0.85	....
Total mileage operated			....	24.12

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,227,748 01	Capital stock	$600,000 00
Cost of equipment	193,468 32	Funded debt	610,000 00
Lands owned	41,000 00	Current liabilities	225,581 71
Cash and current assets	52,064 45	Profit and loss	78,699 07
Total	$1,514,280 78	Total	$1,514,280 78

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, twenty cents for local, and ten cents for New York and Philadelphia business, per one hundred pounds.

United States mail, $725.00 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Lebanon	Cornwall	5.00	$30,000 00
First mortgage bonds	Cornwall	Conewago	16.77	23,852 12
First mortgage bonds	Lebanon	East Lebanon	0.95	63,157 89

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$5,500 00	.....
General office clerks	3	2,184 34	$1 99
Station agents	5	3,069 96	1 68
Other station men	14	5,478 55	1 07
Enginemen	9	7,700 20	2 73
Firemen	9	4,919 20	1 75
Conductors	8	5,086 63	2 03
Other trainmen	17	8,416 27	1 58
Machinists	4	2,972 74	2 37
Carpenters	2	1,053 84	1 68
Other shopmen	24	10,209 54	1 36
Section foremen	7	4,637 77	2 12
Other trackmen	71	21,437 55	97
Switchmen, flagmen and watchmen	9	3,203 80	1 14
Telegraph operators and dispatchers	8	4,197 19	1 44
All other employes and laborers (masons, stone cutters, etc.)	16	7,080 73	1 55
Total	210	$97,148 31	$1 70
Distribution of above:			
General administration	4	$5,500 00	.....
Maintenance of way and structures	94	18,156 05	$1 55
Maintenance equipment	30	14,296 12	1 80
Conducting transportation	82	44,256 14	1 71
Construction	...	15,000 00	.....
Total	210	$97,148 31	$1 0

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	2	2
Number wooden,	23	23
Trestles:		
Number,	2	2
Aggregate length,	308 feet.	308 feet.
Telegraph:		
Miles of line operated by this company,	22	22
Miles of wire operated by this company,	38	38
Miles of line operated by this company,	22	22
Miles of wire operated by this company,	38	38

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line and Empire Line operates over road.

COUDERSPORT, HORNELLSVILL AND LACKAWANNA RAILROAD COMPANY.

Date of organization: October, 1888.
By what authority incorporated: General law.
Road not built nor in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. B. Crowell,	Coudersport, Pa.,	January 13, 1891.
Thomas Coulston,	Genesee Forks, Pa.,	do.
P. A. Stebbins,	Coudersport, Pa.,	do.
W. Dent,	Brookland, Pa.,	do.
W. B. Perkins,	Raymond, Pa.,	do.
F. A. Raymond,	Gold, Pa.,	do.
Amos Raymond,	Gold, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	N. J. Peck,	Coudersport, Pa.
Secretary,	C. L. Peck,	Coudersport, Pa.
Treasurer,	H. J. Olmsted,	Coudersport, Pa.
Chief Engineer,	C. H. Wickham,	Tioga, Pa.

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GENERAL BALANCE SHEET.

Cash and current assets,	$11,000 00

CHARACTERISTICS OF ROAD.

Gauge of track : Standard track called for.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Has none.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road : None.

COUDERSPORT AND PINE CREEK RAILROAD COMPANY.

Date of organization : November, 1889.
By what authority incorporated : General law.
Road not completed yet.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
A. G. Olmsted,	Coudersport.	B. A. McClure,	Coudersport.
J. L. Knox,	Coudersport.	B. D. Hamlen,	Smethport.
Isaac Benson,	Coudersport.	M. E. Olmsted,	Harrisburg.
F. H. Arnold,	Port Allegany.	F. H. Root,	Buffalo.
R. L. Nichols,	Coudersport.		

Date of last meeting of stockholders for election of directors : May 15, 1890.
Postoffice address of general office : Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. W. Knox,	Coudersport.
Secretary,	A. B. Mann,	do.
Treasurer,	W. K. Jones,	do.
Chief Engineer,	B. A. McClure,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Coudersport and Pine Creek railroad,	Coudersport,	Gaiton, Pa.,	.....	.25
	Coudersport,	Sweeden Valley,	.....	.05

Not finished yet. Five miles under construction now.

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COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: April, 1882.
By what authority incorporated: General law.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted	Coudersport, Pa.	January 12, 1891.
W. K. Jones	Coudersport, Pa.	do.
J. L. Knox	Coudersport, Pa.	do.
Isaac Benson	Coudersport, Pa.	do.
B. D. Hamlin	Smethport, Pa.	do.
F. H. Arnold	Port Allegany, Pa.	do.
F. H. Root	Buffalo, N. Y.	do.
C. S. Carey	Olean, N. Y.	do.

Date of last meeting of stockholders for election of directors: January 12, 1890.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	F. W. Knox	Coudersport, Pa.
Vice President	C. S. Carey	Olean, N. Y.
Secretary	A. B. Mann	Coudersport, Pa.
Treasurer	M. W. Barse	Olean, N. Y.
Chief Engineer	B. A. McClure	Coudersport, Pa.
Auditor		
General Passenger Agent		
General Freight Agent		
General Superintendent		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Coudersport and Port Allegany	Coudersport	Port Allegany	17	17

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$202,518 00	Capital stock	$150,000 00
Cost of equipment	40,950 00	Funded debt	75,000 00
		Added to construction time to time	18,468 00
Total	$243,468 00	Total	$243,468 00

IMPORTANT CHANGES DURING THE YEAR.

$75,000.00 bonds issued to widen road from 3 feet to 4 feet 8½ inch gauge.

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CONTRACTS, AGREEMENTS, ETC.

American Express Company pay this company one and one-half first-class freight rate on all express goods carried.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Coupon bond,	Coudersport,	Port Allegany,	17	$4,400 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$1,800 00	.....
Station agents,	5	2,400 00	$2 00
Other station men,	2	900 00	1 35
Enginemen,	2	2,190 00	3 00
Firemen,	2	1,320 00	1 65
Conductors,	2	1,760 00	2 25
Other trainmen,	3	1,450 00	1 50
Section foremen,	2	1,200 00	1 60
Other trackmen,	8	3,270 00	1 37
Switchmen, flagmen and watchmen,	1	540 00	1 50
Telegraph operators and dispatchers,	2	1,080 00	1 40
Total,	29	$17,880 00	.....
Distribution of above:			
General administration,	1	$1,800 00	.....
Maintenance of way and structures,	10	4,470 00	.....
Conducting transportation,	18	11,610 00	.....
Total,	29	$17,880 00	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	All.	.....	.....
Total yearly compensation of employes in Pennsylvania,	All.	.....	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	3	3
Trestles:		
Number,	2	2
Aggregate length,	210	210
Telegraph:		
Miles of line owned by this company,	17	17
Miles of wire owned by this company,	17	17
Miles of line operated by this company,	17	17
Miles of wire operated by this company,	17	17

Gauge of track, ... 4 ft. 8½ in.

COUDERSPORT AND WEST BRANCH RAILROAD COMPANY.

By what authority incorporated: Under general law.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. B. Cutler	Newfield, Pa.	Second Monday	January, 1891.
P. A. Stebbins	Coudersport, Pa.	do.	do.
Thos. Coulston	Genesee Forks.	do.	do.
W. J. Grosver	Newfield, Pa.	do.	do.
F. A. Raymond	Gold, Pa.	do.	do.
L. H. Cobb	Coudersport, Pa.	do.	do.
Alva Carpenter	Newfield, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	N. J. Peck	Coudersport, Pa.
Secretary	C. L. Peck	Coudersport, Pa.
Treasurer	A. B. Crowell	Coudersport, Pa.
Chief Engineer	C. H. Wickham	Tioga, Pa.

PROPERTY OPERATED.

Road not built.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Road is not built or commenced except by survey.

BONDS OWNED.

Coudersport and West Branch Railroad Company.

GENERAL BALANCE SHEET.

Cash and current assets, ... $8,500 00

IMPORTANT CHANGES DURING THE YEAR.

Road not built and not in operation.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania of April 2, 1831.

By what authority incorporated: Laws of Pennsylvania. Act of incorporation, April 2, 1831; supplementary acts, April 15, 1835, February 18, 1836, February 21, 1836, March 17, 1836, March 31, 1836, April 14, 1838, April 14, 1845, April 10, 1846, April 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861 and March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company June 1, 1865. The Franklin Railroad Company was incorporated by act of Pennsylvania Legislature, March 12, 1832; supplemental acts, June 13, 1836, April 1, 1852, January 28, 1853, March 17, 1853, April 9, 1856, May 12, 1857, and February 2, 1859. Also by act of Maryland Legislature, January 16, 1837; supplemental acts, May 12, 1853, March 6, 1856, May 12, 1857 and April 4, 1870.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy	Chambersburg, Pa.	October 6, 1890.
J. Herman Bosler	Carlisle, Pa.	do.
Edward B. Watts	Carlisle, Pa.	do.
Wistar Morris	Philadelphia, Pa.	do.
J. N. DuBarry	Philadelphia, Pa.	do.
A. J. Cassatt	Haverford, Pa.	do.
H. H. Houston	Philadelphia, Pa.	do.
George B. Roberts	Philadelphia, Pa.	do.
John P. Green	Philadelphia, Pa.	do.
John Stewart	Chambersburg, Pa.	do.
W. W. Jennings	Harrisburg, Pa.	do.

Date of last meeting of stockholders for election of directors: October 7, 1889.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas B. Kennedy	Chambersburg, Pa.
Vice President	John Stewart	do.
Secretary, Treasurer	W. M. Biddle	do.
Chief Engineer	Chauncey Ives	do.
Auditor	W. L. Ritchey	do.
General Passenger Agent, General Ticket Agent	H. A. Riddle	do.
General Freight Agent	A. L. Langdon	do.
General Superintendent	J. F. Boyd	do.
General Baggage Agent	H. A. Riddle	do.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Cumberland Valley Railroad Company.	Harrisburg.	West Virginia state line.	82.18	68.20
Dillsburg and Mechanicsburg railroad.	Junction with Cumberland Valley railroad.	Dillsburg, Pa..	7.70	7.70
South Pennsylvania Railway and Mining Company.	Junction with Cumberland Valley railroad.	Mercersburg, Pa.. . .	13.60	21.40
South Pennsylvania Railway and Mining Company.	Mercersburg Junction.	Richmond, Pa.. . . .	7.80	
Cumberland Valley and Martinsburg Railroad Company.	West Virginia state line.	Winchester, Va.. . .	33.93	. . . . .
Total mileage operated.	. . . . .	. . . . .	145.21	97.30

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Southern Pennsylvania Iron and Railroad Company, 525.	$525,000 00	7 per ct.	. . . . .
Southern Pennsylvhnia Iron and Railroad Company, 168.	16,800 00	7 per ct.	. . . . .
Dillsburg and Mechanicsburg Railroad Company, 100.	100,000 00	6 per ct.	. . . . .
Mont Alto Railroad Company, 110.	110,000 00	. . . . .	. . . . .
Gettysburg and Harrisburg Railroad Company, 12.	12,000 00	6 per ct.	. . . . .
Gettysburg and Harrisburg Railroad Company, 6.	5,000 00	6 per ct.	. . . . .
Shenandoah Valley railroad, receiver's certificates, 4.	4,000 00	6 per ct.	. . . . .

STOCKS OWNED

Southern Pennsylvania Railway and Mining Company, 8,000, par value,	$400,000 00
Carlisle Manufacturing Company, 100, par value, ...	6,250 00
Dillsburg and Mechanicsburg railroad, 914, par value, ...	45,700 00
Mont Alto railroad, 2,267, par value, ...	56,675 00
Cumberland Valley and Martinsburg railroad, 4,409, par value, . . .	440,900 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment, ...	$2,019,416 70	Capital stock, ...	$1,777,850 00
Cash and current assets, ...	337,250 75	Funded debt, ...	270,500 00
Other assets:		Current liabilities, ...	222,871 86
Trustees of contingent fund, ...	570,851 52	Profit and loss, ...	656,297 11
Total, ...	$2,927,518 97	Total, ...	$2,927,518 97

IMPORTANT CHANGES DURING THE YEAR.

The extension referred to in last report, from Martinsburg, W. Va., to Winchester, Va., was completed and opened for business about the first of October last. That portion of the line within the State of Virginia was built under the corporate title of the Martinsburg and Potomac Railroad Company. By acts of the Legislatures of the States of Virginia and West Virginia, the Martinsburg and Potomac railroad was merged into the Cumberland Valley and Martinsburg railroad, a connecting line running from the Potomac river to the Virginia state line.

The bridge across the Potomac river, which was washed away on June 1, 1889, was replaced by a new iron structure.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company. Railroad company furnishes motive power and cars, for which the express company pays forty per cent. of its receipts.

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United States Government, for the transportation of mail in cars owned by the railroad company, the compensation for the service being, from July 1, 1889, to July 1, 1893, as follows: Harrisburg to Martinsburg, $139.37 per mile per annum; Martinsburg to Winchester, $77.81 per mile per annum; Mechanicsburg to Dillsburg, $47.88 per mile per annum; South Penn Junction to Richmond, $74.39 per mile per annum; Mercersburg Junction to Mercersburg, $76.10 per mile per annum.

Connecting railroads for the mutual interchange of traffic, settlements for which are made monthly, upon distance carried by each.

Western Union Telegraph Company. At several stations through which the telegraph line passes, and at which the telegraph company could not afford to maintain offices, the railroad company furnishes office facilities and receives one-half the telegraph receipts.

The railroad of the Southern Pennsylvania Railway and Mining Company, the Dillsburg and Mechanicsburg railroad and the Cumberland Valley and Martinsburg railroad are leased to and operated by the Cumberland Valley Railroad Company as part of its system, upon the terms that the receipts from operation shall first be applied to the cost of maintaining, keeping and perpetuating the properties and the equipment used thereon, and all expenses of operating the same, including insurance, taxes, etc. The net revenue, if any, to be paid over to the respective companies.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Harrisburg	Chambersburg	52	.....
Second mortgage	Harrisburg	Chambersburg	52	$5,201 94

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$16,000 00	.....
General office clerks	10	8,555 95	$2 75
Station agents	22	21,900 00	3 21
Other station men	201	79,070 04	1 26
Enginemen	26	28,094 72	3 44
Firemen	40	21,910 00	1 75
Conductors	22	19,959 40	2 90
Other trainmen	88	46,824 80	1 70
Machinists	25	16,823 75	2 15
Carpenters	45	26,338 95	1 87
Other shopmen	48	26,293 00	1 75
Section foremen	30	15,211 80	1 62
Other trackmen	236	88,641 60	1 20
Switchmen, flagmen and watchmen	24	7,512 00	1 00
Telegraph dispatchers	3	3,192 60	3 40
All other employes and laborers	49	19,171 25	1 25
Total	874	$445,480 86	.....
Distribution of above:			
General administration	15	$24,535 95	.....
Maintenance of way and structures	299	120,063 67	.....
Maintenance of equipment	101	59,505 43	.....
Conducting transportation	459	241,584 81	.....
Total	874	$444,689 86	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	690	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$370,620 26	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	6	5
Number iron,	22	19
Number wooden,	2	2

This company owns 61½ miles of telegraph line and 148 miles of wire on poles belonging to Western Union Telegraph Company, the whole of which is operated by this company for railroad business exclusively.

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Harrisburg passenger station; belongs to Pennsylvania Railroad Company.

DANVILLE AND RIVERSIDE RAILWAY COMPANY.

By what authority incorporated: Special act of April 19, 1872, as the Riverside Horse Railway Company. Name changed to Danville and Riverside Railway Company by court of common pleas of Northumberland county, Pa., March term, 1878.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Robert England,	Philadelphia.	Thomas B. Reeves,	Philadelphia.
Wm. H. Dye,	do.	Wm. J. Paul,	do.
Nathaniel Barr,	do.	T. Nelson Davis,	do.

Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Benjamin G. Welch,	Hughesville, Pa.
Secretary,	C. Wm. Woddrop,	Hughesville, Pa.
Treasurer,	J. S. Bailey,	Philadelphia.

IMPORTANT CHANGES DURING THE YEAR.

No stock issued.

No business either in construction or operation was done by this company during the year ending June 30, 1890.

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DANVILLE AND SHAMOKIN RAILROAD COMPANY.

Date of organization: June 14, 1879.
By what authority incorporated: General law, April 4, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	Second Monday in January, 1891.
S. A. Caldwell,	do.	do. do.
A. J. Antelo,	do.	do. do.
Thomas Cochran,	do.	do. do.
A. A. McLeod,	do.	do. do.
S. R. Shepley,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$26,710 00	Capital stock,	$26,710 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in

DELAWARE AND HUDSON CANAL COMPANY'S RAILROAD.

Date of organization: April 23, 1823.

By what authority incorporated: State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments by the State of New York, April 7, 1824, November 19, 1824, April 20, 1825, March 10, 1827, March 2, 1829, February 12, 1830, April 17, 1830 April 17, 1862, March 25, 1863, and May 9, 1867.

Statutes and amendments by the Commonwealth of Pennsylvania, March 13, 1823, April 1, 1825, June 21, 1825, April 5, 1826, November 24, 1828, March 23, 1830, April 11, 1848, April 30, 1852, April 7, 1858, March 12, 1859, April 11, 1861, April 18, 1861 September 20, 1866, April 13, 1868, March 24, 1870, May 12, 1871, and May 18, 1871.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
LeGrand B. Cannon.	New York city.	Second Tuesday in May, 1890.
James Roosevelt.	Hyde Park, N. Y.	do. do.
Robert M. Olyphant.	New York city.	do. do.
Benjamin H. Bristow.	New York city.	do. do.
John A. Stewart.	New York city.	do. do.
Frederick Billings.	Woodstock, Vt.	do. do.
R. Suydam Grant.	New York city.	do. do.
Wm. H. Tillinghast.	New York city.	do. do.
Johnston Livingston.	New York city.	do. do.
Alfred Van Santroord.	New York city.	do. do.
George C. Clark.	New York city.	do. do.
Wm. W. Astor.	New York city.	do. do.
James A. Roosvelt.	New York city.	do. do.

Date of last meeting of stockholders for election of directors: May 14, 1890.
Postoffice address of general office: New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	R. M. Olyphant.	New York city.
Vice President.	LeGrand B. Cannon.	New York city.
Second Vice President.	Horace G. Young.	Albany, N. Y.
Secretary.	F. M. Olyphant.	New York city.
Treasurer.	Jas. C. Hartt.	New York city.
Assistant Treasurer.	Chas. A. Walker.	New York city.
Cashier.	Chas. H. Booth.	New York city.
Chief Engineer.	A. J. Swift.	Albany, N. Y.
General Solicitor, Attorney or Counsel.	Edwin Young.	Albany, N. Y.
Comptroller.	J. White Sprong.	Albany, N. Y.
Auditor.	R. A. Henry.	New York city.
General Passenger Agent.	J. W. Burdick.	Albany, N. Y.
General Freight Agent.	D. Farlin.	Albany, N. Y.
Superintendent.	R. Manville.	Carbondale, Pa.
Assistant Superintendent.	C. R. Manville.	Carbondale, Pa.
Superintendent of Machinery.	R. C. Blackall.	Albany, N. Y.
Superintendent of Telegraph.	J. W. Burdick.	Albany, N. Y.
General Baggage Agent.	C. A. Pease.	Albany, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Main line owned:				
Lackawanna and Susquehanna railroad.	Ninevah, N. Y.	Jefferson Junction, Pa.	22.01	4.36
Valley railroad.	Carbondale, Pa.	Scranton, Pa.	16.77	16.77
Operated under lease or trackage contract:				
Union railroad.	Green Ridge.	Wilkes-Barre, Pa.	19.95	19.95
Plymouth and Wilkes-Barre railroad bridge.	South Wilkes-Barre.	Plymouth Junction, Pa.	2.03	2.03
Jefferson Branch of N. Y., L. E. & W. railroad.	Jefferson Junction, Pa.	Carbondale, Pa.	34.60	34.60
Lehigh Valley railroad.	Wilkes-Barre, Pa.	South Wilkes-Barre, Pa.	1.62	1.62
Nanticoke railroad.	Mill Creek.	Wilkes-Barre, Pa.	2.40	2.40
Lackawanna and Bloomsburg railroad.	Plymouth Junction.	Bull Run switch.	.78	.78
Gravity railroad—owned.	Olyphant, Pa.	Honesdale, Pa.	26.31	26.31
	Honesdale, Pa.	Olyphant, Pa., return track.	29.92	29.92
Total mileage operated.			156.39	138.74

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has, by contract, the right to handle express matter on the line of this road.

Mails are carried by agreement with the postoffice department between Ninevah, N. Y., and Jefferson Junction, Pa., and intermediate points between Carbondale and Honesdale and Waymart; between Scranton and Carbondale and intermediate points, and between Wilkes-Barre and Scranton; between Jefferson Junction and Carbondale, and intermediate points, the mailsare carried by agreement with the N. Y., Lake Erie and Western Railroad Company, the holders of the contract with the postoffice department.

Joint freight traffic agreements exist with the following named companies, the revenue being divided on the basis of mileage: N. Y., Lake Erie and Western Railroad Company, Delaware, Lackawanna and Western Railroad Company, Central Railroad Company of New Jersey, Lehigh Valley Railroad Company, and Pennsylvania Railroad Company, contracts giving this company trackage rights on other roads are in force with roads below named:

N. Y., Lake Erie and Western Railroad Company (Jefferson Branch), Central Railroad Company of New Jersey, Nanticoke railroad, Lehigh Valley Railroad Company (Wilkes-Barre to South Wilkes-Barre), Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run switch); a contract with the Central Railroad Company of New Jersey gives that company trackage rights on our road between Mill Creek and Minooka Junction; an agreement with the Delaware, Lackawanna and Western Railroad Company gives that company the right to use our tracks, for coal trains only, between Vine street, Scranton, and Green Ridge; an agreement with the Lehigh and Wilkes-Barre Coal Company gives that company trackage rights on our road, for coal trains only, between Plymouth Junction and South Wilkes-Barre.

Paid business is transmitted on our wires for the Western Union Telegraph Company, under contract.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.
	From—	To—		
First mortgage due, 1891, which secures the bonds apportioned to the railroads covered by this report.	Jefferson Junction. . . .	Ninevah.	22.01	. . . . .
	Rondout.	Delaware River.	83	. . . . .
	Albany.	Binghampton.	142.59	. . . . .
Total miles.	. . . . .	. . . . .	247.60	$22,411 00

All the real estate in New York and New Jersey and all personal property used in operating the canal and railroads.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	8	$17,704 00	.....
General office clerks	7	5,760 00	.....
Station agents	34	19,794 12	$1 86
Other station men	78	32,226 48	1 32
Enginemen	72	77,523 84	3 44
Firemen	80	49,328 80	1 97
Conductors	60	46,011 00	2 45
Other trainmen	228	133,450 68	1 87
Machinists	50	32,395 50	2 07
Carpenters	56	26,966 12	1 54
Other shopmen	58	23,056 58	1 27
Section foremen	26	15,055 30	1 85
Other trackmen	264	95,026 80	1 15
Switchmen, flagmen and watchmen	46	17,565 56	1 22
Telegraph operators and dispatchhrs	18	9,070 74	1 61
All other employes and laborers	113	42,796 49	1 21
Total	1,198	$643,758 01	$1 67
Distribution of above:			
General administration	15	$23,464 00	$5 00
Maintenance of ways and structures	290	110,082 10	1 21
Maintenance of equipment	164	82,444 20	1 61
Conducting transportation	729	427,767 71	1 87
Total	1,198	$643,758 00	$1 72
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,099	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$585,713 73	$1 79

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges (culverts excluded):		
Number iron (aggregate length 2,224 feet)	31	27
Number wooden (aggregate length 2,692 feet)	57	56
Number combination (length 450 feet)	1	.....
Trestles:		
Number, wooden	14	14
Aggregate length	4,743 feet.	4,743 feet.
Telegraph:		
Miles of line owned by this company	149	132
Miles of wire owned by this company	268	253
Miles of line operated by this company	149	132
Miles of wire operated by this company	268	253
Paid business is transmitted on our wires for Western Union Telegraph Company, under contract.		

Gauge of track: 4 feet 8½ inches locomotive's road, and 4 feet 3 inches gravity road between Valley Junction and Mill Creek; the locomotive road has both gauges.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The bonds due in 1891 are to be paid by the issue of new stock.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: At Wilkes-Barre, Pa., this company rents of the Lehigh Valley railroad its passenger depot and tracks, using the same for passenger business only; at Scranton, Pa., this company uses the passenger depot and tracks, approaching thereto, of the Delaware, Lackawanna and Western railroad, paying rental for the same.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic? None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road? None.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.

By what authority incorporated: Special act of Pennsylvania, No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies: Originally the Ligett's Gap railroad, incorporated by special act of Pennsylvania, approved April 7, 1832. Name changed to Lackawanna and Western railroad by special act of Pennsylvania, approved April 14, 1851, and consolidated, under special act of Pennsylvania, approved March 11, 1853, with the Delaware and Cobb's Gap Railroad (incorporated by special act of Pennsylvania, approved April 7, 1849), under present title (road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware River, May 27, 1856). The following have since been consolidated with and merged into this company: Keyser Valley Railroad (incorporated by special act of Pennsylvania, approved March 13, 1865), in December 27, 1865; Nanticoke Coal and Iron Company (incorporated by special act of Pennsylvania, approved April 13, 1864), in August 12, 1870; Lackawanna and Bloomsburg Railroad (incorporated by special act of Pennsylvania, approved April 15, 1852), in June 17, 1873.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Blair.	Blairstown, N. J.	One year from last election.
George Bliss.	28 Nassau street New York city.	do. do.
Percy R. Pyne.	52 Wall street, New York city.	do. do.
William G. Hurst.	329 Broadway, New York city.	do. do.
Benjamin G. Clarke.	52 Wall street, New York city.	do. do.
Sidney Dillon.	40 Wall street, New York city.	do. do.
Russell Sage.	71 Broadway, New York city.	do. do.
Edgar S. Auchincloss.	47 White Street, New York city.	do. do.
Andrew T. McClintock.	Wilkes-Barre, Penn'a.	do. do.
William H. Appleton.	5 Bond street, New York city.	do. do.
William W. Astor.	21 W. Twenty sixth st., New York city.	do. do.
Henry A. C. Taylor.	121 E. Twenty-first st., New York city.	do. do.
Eugene Higgins.	10 W. Twenty-third st., New York city.	do. do.
William Rockefeller.	26 Broadway, New York city.	do. do.

Date of last meeting of stockholders for election of directors: February 25, 1890.

Postoffice address of general office: 26 Exchange place, New York City.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Samuel Sloan.	26 Exchange place, New York city.
Vice President.	Percy R. Pyne.	26 Exchange place, New York city.
Second Vice President.	Edwin R. Holden.	26 Exchange place, New York city.
Secretary.	Fred F. Chambers.	26 Exchange place, New York city.
Treasurer.	Frederick H. Gibbons.	26 Exchange place, New York city.
Assistant Treasurer.	Arthur D. Chambers.	26 Exchange place, New York city.
Chief Engineer.	James Archbald.	Scranton, Pa.
General Solicitor, Att'y or Counsel.	M. Taylor Pyne.	26 Exchange place, New York city.
Auditor.	Fred F. Chambers.	26 Exchange place, New York city.
General Manager.	William F. Hallstead.	Scranton, Pa.
Traffic Manager.	Benjamin A. Higeman.	26 Exchange place, New York city.
General Passenger Agent.	William F. Holwill.	26 Exchange place, New York city.
General Ticket Agent.		
General Freight Agent.	William S. Sloan.	26 Exchange place, New York city.
Division Superintendent.	Garret Bogert.	Scranton, Pa.
Superintendent of Telegraph.	L. B. Foley.	26 Exchange place, New York city.
General Baggage Agent.	G. E. Zippel.	Hoboken, N. J.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line owned.				
Northern Division	Scranton	Penn'a and New York State Line	50.36	.....
Southern Division	Scranton	Delaware River	64.25	.....
			114.61	.....
Branch Line owned.				
Lackawanna and Bloomsburg	Scranton	Susquehanna River	80	.....
Keyser Valley	Keyser Valley Junc.	Keyser Valley	6.43	.....
Winton	Nay Aug	Winton	7.50	.....
Storrs	Winton Junction	Storr's Mine	2.80	.....
			96.73	211.34
Line operated under lease, etc.				
Morris and Essex	Hudson River	Delaware River	119.85	.....
Newark and Bloomfield	Roseville Junction	Montclair, N. J.	4.24	.....
Morris and Essex Extension	M. & E. Junction	City of Paterson, N. J.	1.91	.....
Passaic and Delaware	Summit Junction	Bernardsville, N. J.	13.99	.....
Chester	Chester Junction	Chester, N. J.	10.02	.....
Warren	Delaware River	New Hampton Junc.	18.80	.....
Valley	Penn'a and New York State Line	Binghamton, N. Y.	11.64	.....
New York, Lackawanna and Western	Binghamton	Buffalo, N. Y.	214.20	6.41
Greene	Chenango Forks	Greene, N. Y.	8.10	.....
Utica Chenango and Susq. Valley	Greene	Utica, N. Y.	97.41	.....
Cayuga and Susquehanna	Susquehanna River	Ithaca, N. Y.	34.41	.....
Oswego and Syracuse	Syracuse	Oswego, N. Y.	34.98	.....
			569.55	.....
Total mileage operated	.....	.....	780.89	217.75

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Green Bay, Winona and St. Paul Railway, income	$41,000 00	.....	$24 00
Green Bay, Winona and St. Paul Railway, 1906	3,000 00	6 per cent.	90 00
Oxford Iron and Nail Company, first mortgage	110,000 00	6 per cent.	6,600 00
Oxford Iron and Nail Company, second mortgage	42,000 00	6 per cent.	2,520 00
Rochester, Hornellsville and Lack. Railroad, first mortgage	5,000 00	.....	.....
New York, Lackawanna and Western Railway, construction mortgage	2,000,000 00	5 per cent.	100,000 00
Morris and Essex, first consolidated guarantee mortgage	578,000 00	7 per cent.	14,140 00
New York, Lack. and Western, terminal improvement. Valued at $5,450,570.00.	2,600,000 00	4 per cent.	.....
Total	$5,379,000 00	.....	$123,374 00

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STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Syracuse, Binghamton and New York Railroad,	$1,972,900 00	8 per cent.	$157,832 00
Sussex Railroad Company,	15,650 00		
Crown Point Iron Company,	12,500 00		375 00
Lackawanna Iron and Coal Company,	25,800 00	27 per cent.	6,966 00
Oxford Iron and Nail Company,	263,000 00		
Providence Gas and Water Company,	78,200 00	7 per cent.	5,474 00
Catawissa Bridge Company,	1,000 00		
Valley Railroad Company,	25,300 00	5 per cent.	4,140 00
Utica, Chenango and Susquehanna Valley Railway Co.,	40,800 00	6 per cent.	2,448 00
Morris and Essex Railroad Company,	500,000 00	7 per cent.	35,000 00
Warren Railroad Company,	10,000 00	7 per cent.	700 00
Newark and Bloomfield Railroad,	97,450 00	6 per cent.	5,847 00
Greene Railroad Company,	400 00	6 per cent.	24 00
Passaic and Delaware Railroad Company,	110,600 00	5 per cent.	5,531 25
New York, Lackawanna and Western Railway Company,	701,800 00	5 per cent.	35,465 00
Chester Railroad,	65,050 00		
Bangor Union Slate Company,	17,500 00		
Morris and Essex Extension Railroad Company, Valued at $3,344,640.00.	45,000 00	4 per cent.	2,800 00
Total,	$3,982,950 00		$262,602 25

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,	$16,723,288 46		Capital stock,	$26,200 000 00
Cost of equipment,	9,975,845 04	$26,699,133 50	Funded debt,	3,667 000 00
Bonds of other companies owned,	$5,450,570 00		Current liabilities,	8,130,644 05
Stocks of other companies owned,	3,344,640 00	8,795,210 00	Accrued interest on funded debt not yet payable,	75,063 33
Coal lands, coal yards and improvements,		8,136,663 48	Profit and loss,	14,835,630 61
Cash and current assets,		9,277,331 01	Total,	$52,908,337 99
Total,		$52,908,337 99		

IMPORTANT CHANGES DURING THE YEAR.

Morris and Essex Extension railroad leased and put in operation 1.91 miles in New Jersey; Passaic and Delaware Extension railroad, leased, now building.

Additional securities:

New York, Lackawanna and Western Terminal improvement bonds (in payment of advances),		$2,600,000 00
M. & E. consolidated mortgage bonds of 1915 (in payment of advances),		841,400 00
Green Bay, Winona and St. Paul,		2,920 00
		$3,444,320 00

Less sales of securities owned:

M. & E. consolidated mortgage bonds of 1915,	$443,000 00	
Valley Railroad stock,	115,000 00	
Passaic and Delaware stock,	50 00	
New York, Lackawanna and Western stock,	10,000 00	
M. & E. Extension railroad stock,	79,000 00	
		647,050 00
		$2,797,270 00

Reduction in funded debt:

Lackawanna and Bloomsburg, second mortgage bonds matured and paid off,	$7,000 00

CONTRACTS, AGREEMENTS, ETC.

United States Express Company; Produce Dispatch.

United States Postffice Department.

Pullman's Palace Car Company.

Lackawanna Line, Great Eastern Line, Peipher Line, Lackawanna Live Stock Express Company, New York Despatch Refrigerator Line, American Refrigerator Transit Company.

Lackawanna Transportation Company, Ward's Lake Superior Line, Green Bay Line, Clover Leaf Line, Lake Erie Transportation Company, Saginaw Line at Buffalo, N. Y.; Northern Steamship Company.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghamton and New York Railroad Company; Live Stock contract with Schwarzchild, Sulzberger Refrigerator Company, Limited.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Convertible of 1892.	Delaware River.	Penn'a and New York State Line.	211.34	$2,839 02
Consolidated mortgage of 1907.	Delaware River.	Penn'a and New York State Line.	211.34	14,511 68
Entire equipment mortgaged.				

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	15	$106,000 00	. . . .
General office clerks.	3	3,480 00	$3 71
Machine shop clerks.	6	4,500 00	2 53
Car shop clerks.	4	3,210 00	2 57
Station agents.	52	28,020 00	1 72
Other station men.	124	53,005 56	1 37
Enginemen.	282	288,727 79	3 41
Firemen.	252	144,363 89	1 99
Conductors.	200	150,703 68	2 41
Other trainmen.	650	322,652 76	1 60
Machinists.	200	126,000 00	2 00
Carpenters.	60	40,020 00	2 13
Other shopmen.	1,100	467,887 36	1 36
Section foremen.	62	31,840 00	1 64
Other trackmen.	413	141,741 60	1 10
Switchmen, flagmen and watchmen.	215	107,028 00	1 59
Telegraph operators and despatchers.	44	33,892 00	1 74
All other employes and laborers.	678	259,151 62	1 22
Total.	4,360	$2,302,284 26	$1 63
Distribution of above:			
General administration.	. . .	$107,250 00	. . . . .
Maintenance of way and structures.	. . .	313,595 74	. . . . .
Maintenance of equipment.	. . .	614,851 88	. . . . .
Conducting transportation.	. . .	1,266,586 64	
Total.	. . .	$2,302,284 26	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	4,348	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania.	. . .	$2,223,284 26	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number stone	1	1
Number iron	92	92
Number wooden	6	6
Number combination	1	1
Trestles:		
Number	2	2
Aggregate length	442	442
Tunnels:		
Number	3	3
Maximum length	2,177.1	2,177.1
Minimum length	503.1	503.1
Aggregate length of all tunnels	3,432.1	3,432.1
Telegraph:		
Miles of wire owned by this company	.....	162.69
Miles of wire operated by this company for railroad use	.....	162.69

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Terminal facilities, piers 19 and 41, Bulkhead piers 40 and 42, North River, New York city, owned by the city of New York; pier foot of South Ninth street, Williamsburgh, New York, owned by the Brooklyn and New York Ferry Company.

Name all the associations to which this road is a party, whose object is the regulalation or control of passenger or freight traffic: Trunk Line Association and Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Great Eastern Line, Peipher Line, Lackawanna Live Stock Express Company, New York Dispatch Refrigerator Line and American Refrigerator Company.

DELAWARE RIVER AND LANCASTER RAILROAD COMPANY.

Date of organization: Corporated March 24, 1868.
By what authority incorporated: Special Act.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Crane	Philadelphia	January, 1891.
R. M. Bolenius	Lancaster, Pa.	do.
Wm. A. Mottor	Lancaster, Pa.	do.
G. B. Wilson	Lancaster, Pa.	do.
Dr. J. K. Lineaweaver	Columbia, Pa.	do.
Austin Gallagher	New York city	do.
J. W. Guildin	Reading, Pa.	do.
Levi Bingaman	Coventry, Pa.	do.
Thomas Briggs	Newtown, Pa.	do.
Isaac Gearhart	Telford, Pa.	do.
Joel Wenger	West End, Pa.	do.
E. D. White	Churchtown, Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 112 South Fourth street, Philadelphia, and Lancaster, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Robert Crane	Philadelphia.
Vice President	Austin Gallagher	New York city.
Secretary	L. W. Guildin	Reading, Pa.
Treasurer	George Crane	Columbia, Pa.
Chief Engineer	H. R. M. Whitman	West Philadelphia, Pa.
General Solicitor, Attorney or Counsel	E. D. North	Lancaster, Pa.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	8	8
Trestles:		
Number	2	2
Aggregate length	300	300

Gauge of track, ... 4 feet 8½ in.

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890; articles filed April 17, 1890.

By what authority incorporated: General law, April 4, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eckley B. Coxe	Drifton, Luzerne county, Pa.	First Tuesday in March, 1891.
Alexander B. Coxe	Drifton, Luzerne county, Pa.	do. do. do.
Henry B. Coxe	No. 3 West 30th street, New York.	do. do. do.
E. B. Ely	120 Broadway, New York	do. do. do.
Arthur McClellan	Drifton, Luzerne county, Pa.	do. do. do.
J. Brinton White	Drifton, Luzerne county, Pa.	do. do. do.

Date of last meeting of stockholders for election of directors: Appointed by articles of incorporation, dated April 12, 1890, filed April 14, 1890.

Postoffice address of general office: Drifton, Luzerne county, Pa.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Eckley B. Coxe.	Drifton, Pa.
Secretary.	Arthur McClellan.	Drifton, Pa.
Treasurer.	J. B. White.	Drifton, Pa.
Chief Engineer.	E. Kudlich.	Drifton, Pa.
General Agent.	E. B. Ely.	120 Broadway, N. Y.

PROPERTY OPERATED.

At the date of this report (August, 1890) the Delaware, Susquehanna and Schuylkill Railroad Company is under construction. It is to begin at a point at or near Drifton, Luzerne county, Pennsylvania, and extend, via the village of Eckley, to a point at or near the village of Gowen, which is situated at the junction of Luzerne, Schuylkill and Columbia counties, all in the State of Pennsylvania.

The amount of track actually finished and in operation on June 30 is as follows: At Drifton, 17,152 feet; at Stockton, 1,345 feet; at Tomhicken, 8,953 feet; at Deringer and Gowen, 26,284 feet; at Beaver Meadow, 5,177 feet; total, 58,911 feet, or 11.16 miles.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$134,999 12	Capital stock.	$76,000 00
Cost of equipment.	3,586 99	Current liabilities.	97,097 51
Cash and current assets.	36,500 00	Freight, tools and terminal charges.	25,127 36
Sundries.	23,072 75		
General expenses.	56 01	Total.	$198,224 87
Total.	$198,224 87		

IMPORTANT CHANGES DURING THE YEAR.

1,120 shares @ $50.00 (all paid),	$56,000 00
4,000 shares @ $5.00 (part paid),	20,000 00
Total,	$76,000 00

CONTRACTS, AGREEMENTS, ETC.

Road under construction; chartered April 17, 1890.
Tonnage reported is that on the detached tracts owned at different places.
No contracts with other roads other than arbitrarys for terminal charges, etc.

EMPLOYES AND SALARIES.

Road not yet constructed, nor positions filled, nor salaries adjusted.

CHARACTERISTICS OF ROAD.

Gauge of track,	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Not a party.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road. Not a member.

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DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization; Certificate of organization filed November 1, 1871.
By what authority incorporated: Laws of Pennsylvania, act of April 4, 1868.
Operated by Cumberland Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	Tuesday, May 5, 1891.
Edward B. Watts,	Carlisle, Pa.,	do. do.
Henry McCormick,	Harrisburg, Pa.,	do. do.
J. Herman Bosler,	Carlisle, Pa.,	do. do.
Wm. Penn. Lloyd,	Mechanicsburg, Pa.,	do. do.
Christian Bender,	Dillsburg, Pa.,	do. do.
Joseph Milleisen,	Mechanicsburg, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1890.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary, Treasurer,	W. M. Biddle,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Dillsburg and Mechanicsburg Railroad Company.	Junction with C. V. R. R.	Dillsburg,	Cumberland Valley railroad.	7.70	7.70

Operated by the Cumberland Valley Railroad Company, for ninety-nine years, under lease executed January 1, 1873, upon the terms, that the receipts from operation shall be applied to the cost of maintaining, keeping and perpetuating the property, and the equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balance, if any, to be paid to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$203,887 74	Capital stock,	$89,800 00
Cash and current assets,	8,969 10	Funded debt,	100,000 00
		Current liabilities,	9,171 50
Total,	$212,856 84	Profit and loss,	13,885 34
		Total,	$212,856 84

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage.	Junc. with C. V. R. R..	Dillsburg.	7.70	$12,987 01

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	1	1
Number wooden.	8	8

Gauge of track, ... 4 ft. 9 in.

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organization: Certificate of organization filed July 30, 1888.
By what authority incorporated: Acts of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes.	Philadelphia.	May 4, 1891.
J. N. DuBarry.	Philadelphia.	do.
John P. Green.	Philadelphia.	do.
Wm. A. Patton.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa..	do.
T. M. Storb.	New Holland, Pa..	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Henry D. Welsh.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Ashton.	do.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATIONS.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Downingtown and Lancaster railroad, . . .	Downingtown,	New Holland,	Penna. Railroad Company,	28.11	28.11

The road of this company is operated and maintained by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies. The operating company pays the net earnings to the Downingtown and Lancaster Railroad Company. This arrangement went into operation August 1, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$671,388 40	Capital stock, ...	$300,000 00
Cash and current assets, ...	80,722 30	Funded debt, ...	283,700 00
Profit and loss, ...	39,442 59	Current liabilities, ...	207,853 29
Total, ...	$791,553 29	Total, ...	$791,553 29

IMPORTANT CHANGES DURING THE YEAR.

Old bonds, $250,000 canceled, and new bonds (coupon) issued, $283,700, at four per cent.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage, ...	Downingtown, . . .	New Holland, . . .	28.11	$10,092 49

EMPLOYES AND SALARIES.

General officers, 3.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron, ...	6	6
Number wooden, ...	12	12
Telegraph:		
Miles of line owned by this company, ...	28.11	28.11
Miles of wire owned by this company, ...	28.11	28.11
Miles of line operated by Pennsylvania Railroad Company, lessee, . .	28.11	28.11
Miles of wire operated by Pennsylvania Railroad Company, lessee, . .	28.11	28.11

Gauge of track, ... 4 ft. 9 in.

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QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation and control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

Date of organization: December 31, 1872.

By what authority incorporated: Formed by the consolidation of three companies. Under the general laws of the States of New York and Pennsylvania.

If a consolidated company, name the constituent companies: The "Dunkirk, Warren and Pittsburgh Railroad Company," a corporation formed under the laws of the State of New York, consolidated with the "Conewango Valley Railway Company," a corporation organized under the laws of the State of Pennsylvania, forming a new company, called the "Dunkirk, Warren and Pittsburgh Railway Company." The last-named company, on the 31st day of December, 1872, consolidated with the Warren and Venango Railway Company, forming the present company, which at the same time leased its line to the "New York Central and Hudson River Railroad Company."

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Chauncey M. Depew. . .	New York city.	Samuel F. Barger. . . .	New York city.
Cornelius Vanderbilt. . .	New York city.	H. Walter Webb. . . .	New York city.
Wm. K. Vanderbilt. . .	New York city	Dwight W. Pardee. . .	New York city.
F. W. Vanderbilt.	New York city.	Darwin Thayer.	Fredonia, N. Y.
Edwin D. Worcester. . .	New York city.	Oscar W. Johnson. . . .	Fredonia, N. Y.
Charles C. Clarke. . . .	New York city.	Rasselas Brown.	Warren, Pa.
Horace J. Hayden. . . .	New York city.		

Date of last meeting of stockholders for election of directors: April 15.

Postoffice address of general office: Grand Central depot, New York.

Operating office, Dunkirk, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Chauncey M. Depew.	New York city.
Vice President.	H. Walter Webb.	New York city.
Secretary.	D. W. Pardee.	New York city.
Treasurer.	E. V. W. Rossiter.	New York city.
Auditor and Cashier.	C. G. Thayer.	Dunkirk, N. Y.
General Superintendent.	Darwin Thayer.	Dunkirk, N. Y.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Dunkirk, Allegheny Valley and Pittsburgh.	Dunkirk, N. Y., . .	Titusville, Pa., . .	90.6	48.3
Total mileage operated.	. . . . .	. . . . .	90.6	48.3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$4,278,531 67	Capital stock.	$1,300,000 00
Cost of equipment.	262,725 00	Funded debt.	2,900,000 00
Cash and current assets.	29,321 30	Current liabilities.	251,619 93
		Profit and loss.	118,958 04
Total.	$4,570,577 97	Total.	$4,570,577 97

CONTRACTS, AGREEMENTS, ETC.

American Express Company; no contract. This company receives one and one-half times first-class freight rates, and special rates according to distance and nature of traffic.

United States mail contract, $7,569.93 per annum. One mail each way daily.

Red Line Transit Company and Merchants' Dispatch Transportation Company receive a percentage of through freight rates. Nothing paid the transportation companies.

Various railroads. This company receives a proportion of through freight and passenger rates.

Western Union Telegraph Company contracts; the telegraph company furnishing all material and supplies for the maintenance of the line. The railroad furnishing a line, repairs and operators. This company receives free transmission of messages on the line between Dunkirk and Titusville, and to a limited exent on all Western Union lines. The telegraph company is entitled to all receipts from public or commercial telegraph business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
$1,000,000 Dunkirk, Warren and Pittsburgh, firsts.	Dunkirk, N. Y.,	Warren, Pa., . . .	55	$18,181 82
$400,000 Dunkirk, Warren and Pittsburgh, seconds.	Dunkirk, N. Y.,	Warren, Pa., . . .	55	7,272 73
$200,000 Dunkirk, Warren and Pittsburgh, thirds.	Dunkirk, N. Y.,	Warren, Pa., . . .	55	3,636 36
$1,000,000 Warren and Venango, firsts. . . .	Warren, Pa., . . .	Titusville, Pa.,	35.6	28,089 89
$300,000 Warren and Venango, seconds. . .	Warren, Pa., . . .	Titusville, Pa.,	35.6	8,426 97

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	.....	.....
General officers,	4	$8,647 62	.....
General office clerks,	3	.....	$2 25
Station agents,	25	.....	2 00
Other station men,	10	.....	1 25
Enginemen,	13	.....	1 75
Firemen,	10	.....	1 75
Conductors,	8	.....	3 00
Other trainmen,	24	.....	1 75
Machinists,	2	.....	2 75
Carpenters,	13	.....	2 25
Other shopmen,	32	.....	1 50
Section foremen,	22	.....	1 75
Other trackmen,	74	.....	1 20
Switchmen, flagmen and watchmen,	5	.....	1 60
Telegraph operators and dispatchers, not included as agents,	5	.....	1 50
All other employes and laborers,	6	.....	1 50
Total,	252	.....	$1 67
Distribution of above:			
General administration,	6	$8,647 62	.....
Maintenance of way and structures,	122	.....	$1 40
Maintenance of equipment,	35	.....	1 60
Conducting transportation,	95	.....	1 95
Total,	252	.....	$1 67

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	11	4
Number wooden,	9	6
Trestles:		
Number,	16	10
Aggregate length,	5,854 feet.	4,228 feet.
Telegraph:		
Miles of line owned by this company,	90.6	48.3
Miles of wire owned by this company,	181.2	96.6
Miles of line operated by Western Union Telegraph Company,	90.6	48.3
Miles of wire operated by Western Union Telegraph Company,	181.2	96.6

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Dunkirk, New York, freight station and facilities, Lake Shore and Michigan Southern Railroad Company; Dunkirk, New York, passenger station and facilities, New York, Lake Erie and Western Railroad Company; Dunkirk, New York, general offices, Merchants' National Bank; Falmer Junction, New York, freight station and passenger station, Mrs. E. Moons; Irvineton, Pennsylvania, freight station and passenger station, R. A. Kinnear.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line Transit Company and Merchants' Despatch Freight Company operates over this line.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.
By what authority incorporated: April 3, 1853, and April 16, 1856.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. A. Ingham,	Philadelphia,	January, 1891.
Edward Roberts, Jr.,	Philadelphia,	do.
Arlo Pardee,	Hazleton, Pa.,	do.
Percival Roberts,	Philadelphia,	do.
William Lilly,	Mauch Chunk, Pa.,	do.
Edward R. Wood,	Philadelphia,	do.
John R. Fell,	Philadelphia,	do.
G. Theodore Roberts,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: 320 Walnut street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. A. Ingham,	Philadelphia.
Vice President,	Edward Roberts, Jr.,	Philadelphia.
Secretary, Treasurer,	J. E. Haverstick,	Philadelphia.
Auditor,	Edward Roberts, 3d,	Philadelphia.
General Passenger Agent, General Ticket Agent, General Freight Agent,	B. F. Ripple,	Rockhill Furnace, Huntingdon co., Pa.
General Superintendent,	A. W. Sims,	Rockhill Furnace, Huntingdon co., Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
East Broad Top Railroad and Coal Company,	Mt. Union, Pa.	Robertsdale, Pa.,	30	30
Shade Gap railroad,	Rockhill, Pa.,	Goshorn, Pa.,	9.36	9.36
Total mileage operated,			39.36	39.36

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Shade Gap Railroad Company,	$1,000 00	6 per cent.	$60 00
Total,	$1,000 00	. . . . .	$60 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Shade Gap Railroad Company,	$224 76	. . . . .	$7 50
Rockhill Iron and Coal Company,	90,360 00	. . . . .	. . . . .
Total,	$90,584 76	. . . . .	$7 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$937,422 54	Capital stock,	$815,589 43
Cost of equipment,	188,159 54	Funded debt,	543,088 88
Bonds of other companies owned,	1,000 00	Current liabilities,	140,758 01
Other permanent investments,	90,584 76		
Cash and current assets,	164,700 82	Total,	$1,499,436 32
Profit and loss,	117,568 66		
Total,	$1,499,436 32		

IMPORTANT CHANGES DURING THE YEAR.

Two hundred and thirty-seven tons steel rails laid, replacing iron rails. Three iron bridges put up in lieu of wooden ones.

CONTRACTS, AGREEMENTS, ETC.

Amount paid, United States mails, $1,813.24.
Operate the Rockhill Telegraph Company for the receipts.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage,	Mt. Union,	Robertsdale,	30	$16,666 67	. . . . .
Widow's dower account, right of way for $488.88; special loan on part equipment,	. . . . .	. . . . .	. . . . .	1,420 00	185 cars.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5	$4,182 50	
General office clerks,	4	1,671 87	
Station agents,	11	4,266 00	1 08
Other station men,	2	840 00	1 17
Enginemen,	6	5,166 00	2 40
Firemen,	6	2,743 20	1 27
Conductors,	5	3,351 60	1 86
Other trainmen,	7	3,150 00	1 25
Machinists,	5	4,248 00	2 36
Carpenters,	10	6,120 00	1 70
Other shopmen,	14	7,380 00	1 47
Section foremen,	12	5,220 00	1 39
Other trackmen,	39	13,384 80	1 10
Switchmen, flagmen and watchmen,	8	3,218 40	1 12
All other employes and laborers,	5	5,631 66	1 06
Master mechanic,	1	1,020 00	2 83
Blacksmiths and helpers,	4	2,700 00	1 88
Moulder and apprentice,	2	1,224 00	1 70
Total,	146	$75,518 03	
Distribution of above:			
General administration,		$5,854 37	
Maintenance of way and structures,		20,214 00	
Maintenance of equipment,		25,507 83	
Conducting transportation,		23,941 83	
Total,		$75,518 03	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	146		
Total yearly compensation of employes in Pennsylvania,		$75,518 03	

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania
Bridges:		
Number iron,	4	4
Number wooden,	15	15
Trestles:		
Number,	3	3
Aggregate length,	295 feet.	295 feet.
Tunnels:		
Number,	2	2
Maximum length,	1,130 feet.	1,130 feet.
Minimum length,	850 feet.	850 feet.
Aggregate length,	1,980 feet.	1,980 feet.
Telegraph:		
Miles of line operated by this company,	30	30
Miles of wire operated by this company,	30	30

Gauge of track, ... 8 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Mt. Union ticket office; owner, I. C. Caldwell.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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EAST MAHANOY RAILROAD COMPANY.

Date of organization: March 9, 1856.

By what authority incorporated: Special acts April 21, 1854, April 21, 1858, April 11, 1859, February 2, 1866.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia, Pa.,	Second Monday in January, 1891.
S. A. Caldwell,	do.	do. do.
A. J. Antelo,	do.	do. do.
Thomas Cochran,	do.	do. do.
S. R. Shipley,	do.	do. do.
H. C. Gibson,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welsh,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Mahanoy railroad,	East Mahanoy Junction,	Waste House Run.	Philadelphia and Reading Railroad Company.	14.10	14.10

Leased to the Little Schuylkill Navigation Railroad and Coal Company January 12, 1863, for 99 years. Sub-leased to the Philadelphia and Reading Railroad Company July 7, 1868, for balance of term. Lessee pays all expense of operating, and to this company, as rental, a sum equal to six per cent. per annum on the capital stock, and an additional sum not exceeding $2,000 for state taxes and sundry expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$497,792 68	Capital stock,	$497,750 00
Cash and current assets,	16,884 40	Current liabilities,	16,927 08
Total,	$514,677 08	Total,	$514,677 08

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	2	2
Number iron	7	7
Number wooden	12	12
Tunnels:		
Number	1	1
Maximum length	3,403 feet.	3,403 feet.

Gauge of track, ... 4 ft. 8½ in.

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.

By what authority incorporated: Special acts March 9, 1856, March 10, 1857, April 21, 1857, March 22, 1860, March 3, 1862, April 15, 1863, March 22, 1865, April 14, 1869.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim	Philadelphia	Second Monday in January, 1891.
S. A. Caldwell	do.	do. do.
A. J. Antelo	do.	do. do.
H. C. Gibson	do.	do. do.
Thomas Hart, Jr.	do.	do. do.
Beauveau Borie	do.	do. do.
George F. Baer	do.	do. do.
Geo. D. Stitzel	do.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. A. McLeod	Philadelphia.
Secretary	Howard Hancock	do.
Treasurer	John Welch	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Pennsylvania railroad.	Reading	Allentown	Philadelphia and Reading Railroad Company.	36	36

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The East Pennsylvania railroad was leased, May 19, 1869, to the Philadelphia and Reading Railroad Company, for a term of 999 years, under which lessee pays dividends of 6 per cent. per annum on capital stock and taxes on same, interest on mortgage bonds, etc.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road,	$1,905,586 01	Capital stock,	$1,730,450 00
Other assets:		Funded debt,	495,000 00
Sundries,	481,540 82	Profit and loss,	161,676 83
Total,	$2,387,126 83	Total,	$2,387,126 83

IMPORTANT CHANGES DURING THE YEAR.

Three hundred and ten shares, $15,500.00, of capital stock issued for account of permanent improvements.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Reading,	Allentown,	71.50	$6,923 08

EMPLOYES AND SALARIES.

Number general officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	13	13
Number iron,	8	8
Number wooden,	31	31

Gauge of track, 4 ft. 8½ in.

EASTERN HEIGHTS RAILROAD COMPANY.

Date of organization: September 17, 1885.

By what authority incorporated: Act of 1868 and supplements.

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ORGANIZATION.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.
J. W. Brown,	Pittsburgh, Pa.	W. L. Vankirk,	Pittsburg, Pa.
J. P. Speer,	do.	Geo. R. Stewart,	do.
Thos. Wightman,	do.	W. E. Schmutz,	do.
G. W. Guthrie,	do.	F. G. Kay,	do.
Thos. A. Phelps,	do.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William Carr (died since last election),	Pittsburgh.
Secretary,	F. G. Kay,	do.
Treasurer,	J. W. Brown,	do.

EBENSBURG AND CRESSON RAILROAD COMPANY.

Date of organization: 1860.
By what authority incorporated: General law.
Operated by Pennsylvania Railroad.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wistar Morris,	Philadelphia,	January 12, 1891.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.
J. N. DuBarry,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
George Huntley,	Ebensburg, Pa.,	do.
Thos. Davis,	Ebensburg, Pa.,	do.
Edmund James,	Ebensburg, Pa.,	do.
Webster Griffith,	Ebensburg, Pa.,	do.
Richard Jones,	Ebensburg, Pa.,	do.
F. H. Barker,	Ebensburg, Pa.,	do.
Abel Lloyd,	Ebensburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Ebensburg, Pa.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. Barker,	Ebensburg, Pa.
Secretary,	Abel Lloyd,	Ebensburg, Pa.
Treasurer,	F. H. Barker,	Ebensburg, Pa.
General Solicitor, Attorney or Counsel,	John Scott,	Philadelphia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ebensburg and Cresson railroad,	Ebensburg,	Cresson,	11	11

EDGEWOOD RAILROAD COMPANY.

Date of organization: January 1, 1873.
By what authority incorporated: General laws.
Owned and operated by Hampton Coal Mines, miners of bituminous coal.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.
Wm. H. Shoenberger,	Cincinnati, Ohio,	Robt. Dickson,	Pittsburgh.
Thomas C. Dickson,	Pittsburgh,	Chas. H. Armstrong. *	
Chas. H. Fitzhugh,	Pittsburgh,		

Date of last meeting of stockholders for election of directors: Date of organization.
Postoffice address of general office: 1425 Liberty street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. H. Shoenberger,	Cincinnati, Ohio.
Secretary,	Edward P. Loy,	Pittsburgh, Pa.
Treasurer,	Thomas C. Dickson,	Pittsburgh, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Edgewood railroad,	Edgewood intersection, Pennsylvania railroad.	Hampton coal fields,	1.6	1.6

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Trestles:		
Number,	1	1
Aggregate length,	100 feet.	100 feet.
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic? None.

Name all the companies, commonly called fast freght lines, of which this road is a member, or which operate over the line of this road: None.

This road is practically no public road, a decree of the court having been rendered against it. We have, therefore, no earnings nor operating expenses to report, as the road, being used exclusively as a coal road, all expenes of operating and maintenance of way, are paid by the coal works, operating and using the road.

* Deceased.

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ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

By what authority incorporated: As the Williamsport and Elmira Railroad Company, by special acts of the State of Pennsylvania, June 9, 1832, April 15, 1835, June 20, 1839, April 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850, by special act of State of New York, April 9, 1850. Re-organized April 17, 1860, as the Elmira and Williamsport Railroad Company, by special act of State of Pennsylvania, March 12, 1860; by special act of State of New York, June 1, 1860.

Operated by the Northern Central Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas Kimber,	Richmond Hill, N. Y.,	May 4, 1891.
Wm. Read Fisher,	Philadelphia,	do.
Lewis P. Geiger,	Philadelphia,	do.
Wm. D. Neilson,	Philadelphia,	do.
Henry A. Fonda,	Milton, Pa.,	do.
Murray Gorgas,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 308 Walnut street, Philadelphia, Pa.

Postoffice address of operating company: Northern Central Railway Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas Neilson,	308 Walnut street, Philadelphia.
Secretary, Treasurer,	Lewis P. Geiger,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Elmira and Williamsport.	Elmira, N. Y.,	Williamsport, Pa.,	Northern Central Railway Company.	75.05	69
Total mileage,				75.05	69

The Elmira and Williamsport railroad is leased to the Northern Central Railway Company for 999 years, from May 1, 1863, under contract dated April 15, 1863. The lessee to pay as rental the interest on the funded debt of the lessor and annual dividends of 7 per cent. on its preferred stock, and 5 per cent. on the common stock, and $3,000.00 annually for organization expenses.

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STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Seventy-five shares preferred stock, Elmira and Williamsport Railroad Company,	$3,750 00	7 per cent.	$249 38
Five shares common stock, Elmira and Williamsport Railroad Company,	250 00	5 per cent.	11 88
Total,	$4,000 00	.....	$261 26

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road,	$2,218,000 00		Capital stock,	$1,000,000 00	
Cost of equipment,	352,000 00		Funded debt,	1,570,000 00	
		$2,570,000 00			$2,570,000 00
Stocks of other companies owned,		3,309 39	Current liabilities,		95 00
Cash and current assets,		1,245 65	Profit and loss,		4,480 73
Other assets:					
Sundries		20 69	Total,		$2,574,575 73
Total,		$2,574,575 73			

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds,	Elmira, N. Y.,	Williamsport, Pa.,	75.05	$13,245 03

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$3,200 00	.....
Total,	2	$3,200 00	.....
Distribution of above:			
General administration,	2	$3,200 00	.....
Total,	2	$3,200 00	.....

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The lessee may pay off or renew at maturity.

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ERIE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: June 28, 1858.

By what authority incorporated: Special act of legislature, passed April 1, 1858; supplementary act of legislature, passed April 28, 1858.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. L. Scott.	Erie, Pa.,	Second Monday of January, 1891.
Joseph McCarter.	Erie, Pa.,	do. do.
Matthew H. Taylor,	Erie, Pa.,	do. do.
Charles H. Strong,	Erie, Pa.,	do. do.
Charles S. Fairchild,	New York, N. Y.,	do. do.
George B. Roberts,	Philadelphia,	do. do.
Wm. Brewster,	Erie, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Erie, Pa.

Postoffice address of operating company: Pennsylvania Company, Pittsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. L. Scott,	Erie, Pa.
Vice President,	Joseph McCarter,	do.
Secretary, Treasurer,	Wm. Brewster,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Erie and Pittsburgh Railroad Company.	Girard,	New Castle.	Pennsylvania Company,	51	51
Erie and Pittsburgh Railroad Company.	Dock Junction,	Harbor,	do. do.	3.47	3.47
Total mileage,				54.47	54.47

Leased to "Pennsylvania Railroad Company" for 999 years, from March 1, 1870. The said lease assigned by the "Pennsylvania Railroad Company" to the "Pennsylvania Company," by which latter named company the road is operated.

Terms of the lease.—Rental, seven per centum per annum on the capital stock ($2,000,000.00) of the company, the annual interest on the bonded indebtedness of the company, and all taxes. In addition thereto the sum of twenty-five hundred dollars ($2,500.00) per annum towards expenses of maintaining the organization of the company.

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BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Jamestown and Franklin Railroad Company,	$13,000 00	7 per ct.	$910 00
Shenango and Allegheny Railroad Company,	15,000 00	7 per ct.	.....

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Erie and Pittsburgh Railroad Company,	$200 00	7 per ct.	$14 00
Less state tax,	.....	.....	68
Total,	$200 00	.....	$13 32

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,180,937 26	Capital stock,	$1,998,400 00
Cost of equipment,	1,895,725 18	Funded debt,	3,262,000 00
Bonds of other companies owned—(par value, $28,000.00),	23,235 88	Current liabilities,	41,381 84
Other permanent investments—Erie and Pittsburgh Railroad Company stock,	200 00	Total,	$5,301,781 84
Lands owned—Interest in Mercer Manufacturing and Mining Company lands,	8,675 00		
Cash,	4,535 58		
Other assets:			
Sundries,	162,615 41		
Profit and loss,	25,857 53		
Total,	$5,301,781 84		

ERIE AND PITTSBURGH RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See lessor company's report.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	J. N. McCullough,	Pittsburgh.
Second Vice President,	James McCrea,	Pittsburgh.
Third Vice President,	Thomas D. Messler,	Pittsburgh.
Secretary,	S. D. Liggett,	Pittsburgh.
Treasurer,	John E. Davidson,	Pittsburgh.
Chief Engineer,	Thomas Rodd,	Pittsburgh.
General Counsel,	J. T. Brooks,	Pittsburgh.
Comptroller,	Thomas D. Messler,	Pittsburgh.
Assistant Comptroller,	John W. Renner,	Pittsburgh.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor of Freight Receipts,	A. McElevey,	Pittsburgh.
Auditor of Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.
General Passenger Agent, / General Ticket Agent,	E. A. Ford,	Pittsburgh.
General Freight Agent,	William Stewart,	Pittsburgh.
General Superintendent,	Charles Watts,	Pittsburgh.
Division Superintendent,	J. M. Kimball,	Lawrence Junction, Pa.
Superintendent of Telegraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bentley,	Pittsburgh.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Erie and Pittsburgh railroad.	New Castle, Pa.	Girard Junction, Pa..	81.00	81.00
Erie and Pittsburgh railroad.	Dock Junction, Pa.. .	State street, Erie, Pa..	3.47	3.47
Lake Shore and Michigan Southern railway.*	Girard Junction, Pa..	Erie, Pa..	16.70	16.70
Total mileage operated.	. . . . .	. . . . .	101.17	101.17

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pay this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross rceipts from other traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

Star Union Line transacts business at current rates. The expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of their cars.

Telegraph company: The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

No contract with other companies of the nature referred to under these heads.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	32	$3,191 92	. . . . .
Superintendent.	1	945 00	. . . . .
Division freight agent.	1	850 50	. . . . .
General office clerks.	7	5,880 34	$2 64
Station agents.	16	11,482 00	1 99
Other station men.	39	21,180 00	1 50
Enginemen.	37	41,499 58	3 11
Firemen.	39	25,614 37	1 82
Conductors.	24	25,540 00	2 64
Other trainmen.	75	51,324 60	1 90
Machinists.	13	9,446 76	2 33
Carpenters.	27	17,286 24	2 05
Other shopmen.	33	18,984 76	1 84
Section foremen.	19	10,260 00	1 50
Other trackmen.	114	39,330 00	1 15
Switchmen, flagmen and watchmen.	13	5,362 82	1 14
Telegraph operators and dispatchers.	14	12,240 00	2 42
All other employes and laborers.	130	73,837 42	1 81
Total.	634	$374,256 31	. . . . .
Distribution of above:			
General administration.	41	$10,867 76	. . . . .
Maintenance of way and structures.	133	49,590 00	. . . . .
Maintenance of equipment.	73	45,717 76	. . . . .
Conducting transportation.	387	268,080 79	. . . . .
Total.	634	$374,256 31	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	634	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania.	. . . .	$374,256 31	. . . . .

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	5	5
Number iron,	9	9
Number wooden,	29	29
Trestles:		
Number,	24	24
Aggregate length,	2,433 feet.	2,433 feet.
Telegraph:		
Miles of wire owned by this company,	195.4	195.4
Miles of line operated by this company,	195.4	195.4
Miles of line owned and operated by this company jointly with Western Union Telegraph Company,	81.0	81.0
Miles of wire owned and operated by Western Union Telegraph Company,	139.4	139.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line; Anchor Line.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.

By what authority incorporated: Acts of general assembly of Pennsylvania, approved 8th of June, 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John B. Smith,	Dunmore, Pa.,	Next annual election, June, 1891.	
Edwin H. Mead,	1 Broadway, N. Y.,	do.	do.
John King,	21 Cortlandt street, N. Y.,	do.	do.
S. M. Felton, Jr.,	21 Cortlandt street, N. Y.,	do.	do.
A. H. McClintock,	Wilkes-Barre, Pa.,	do.	do.
George H. Catlin,	Scranton, Pa.,	do.	do.
Samuel Hines,	Scranton, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: June 10, 1890.

Postoffice address of general office: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John B. Smith,	Dunmore, Pa.
Vice President,	A. H. McClintock,	Wilkes-Barre, Pa.
Secretary and Treasurer,	George B. Smith,	Dunmore, Pa.
Chief Engineer,	A. D. Blackington,	Dunmore, Pa.
Auditor,	William Gillmore,	Dunmore, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent,	W. E. Street,	1 Broadway, N. Y.
Superintendent,	George B. Smith,	Dunmore, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Erie and Wyoming Valley,	Hawley, Pa.,	Wyoming Junction,	44	.....
Scranton branch,	Main line,	Scranton, Pa.,	4	.....
Brownsville branch,	Main line,	Brownsville breaker,	1	.....
Old Forge branch,	Main line,	Old Forge breaker,	1	.....
Port Griffith branch,	Main line,	No. 14 breaker,	6½	.....
Gypsy Grove branch,	Winton branch,	Gypsy Grove breaker,	3	.....
No. 6 branch,	Main line,	No. 6 breaker,	1	.....
Barnum branch,	Main line,	Barnum breaker	¼	.....
Jones Lake branch,	Lake Junction,	Jones' Lake,	1¼	.....

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road,	$5,337,652 23		Capital stock,	$1,500,000 00	
Cost of equipment,	111,544 45	$5,449,196 68	Funded debt,	3,000,000 00	
Cash,	$878 00		Current liabilities,	788,546 05	$5,288,546 05
Due from agents,	15,515 20		Profit and loss,		270,475 52
Due from companies, etc.,	81,034 28		Total,		$5,559,021 57
Balance in Marine Bank,	11,859 08	109,286 56			
Other assets:					
Port Griffith improvements,		538 33			
Total,		$5,559,021 57			

CONTRACTS, AGREEMENTS, ETC.

A temporary traffic arrangement with Wells, Fargo & Co. Express: Their usual terms. A tripartite agreement between the E. & W. V. R. R. Co., the Pennsylvania Coal Company and the N. Y., L. E. & W. R. R. Co.

SECURITY FOR FUNDED DEBT.

First mortgage bonds on the company's entire road, including branches.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$10,110 00	.....
General office clerks,	5	3,900 00	$2 50
Station agents,	9	5,707 88	2 05
Other station men,	28	14,754 27	1 70
Enginemen,	27	28,527 64	3 50
Firemen,	29	15,616 10	2 00
Conductors,	22	15,638 67	2 70
Other trainmen,	53	24,728 31	1 90
Section foremen,	18	9,218 78	1 65
Other trackmen,	117	39,246 27	1 10
Switchmen, flagmen and watchmen,	16	8,300 40	1 65
Telegraph operators and dispatchers,	15	9,287 21	2 00
All other employes and laborers,	19	5,839 76	1 25
Total,	364	$190,875 29	.....
Distribution of above:			
General administration,	11	$14,010 00	.....
Maintenance of way and structures,	139	50,055 81	.....
Maintenance of equipment,	8	4,249 00	.....
Conducting transportation,	206	122,560 48	.....
Total,	364	$190,875 29	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	3	.....
Number wooden,	25	.....
Trestles:		
Number,	4	.....
Aggregate length,	1,196 feet.	.....
Telegraph:		
Miles of line owned by this company, railroad line,	45	.....
Miles of wire owned by this company,	45	.....
Miles of line operated by this company,	45	.....
Miles of wire operated by this company,	45	.....

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1889.

By what authority incorporated: General laws and supplements thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. K. Wick,	Buffalo, New York,	July 24, 1891.
R. H. Williams,	Buffalo, New York,	do.
Frank Morrison,	Sharon, Pa.,	do.
C. Z. Gordon,	Brookville, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 25, 1890.

Postoffice address of general office: Falls Creek, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. K. Wick,	Buffalo, New York.
Vice President,	R. H. Williams,	Buffalo, New York.
Secretary,	Frank Morrison	Falls Creek, Pa.
Treasurer,	W. D. Ward,	Buffalo, New York.
General Solicitor, Attorney or Counsel,	C. Z. Gordon,	Brookville, Pa.
Auditor,	Frank Morrison,	Falls Creek, Pa.
General Freight Agent,	Frank Morrison,	Falls Creek, Pa.
General Superintendent,	Frank Morrison	Falls Creek, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of roads.	Total mileage in Pennsylvania.
	From—	To—		
Falls Creek railroad.	Falls Creek, Pa.,	London Mines, Pa.,	6	6
Total mileage operated.			6	6

GENERAL BALANCE SHEET.

Dr.		CR.	
Cost of road.	$26,990 89	Capital stock.	$30,000 00
Cost of equipment.	2,299 74	Current liabilities.	1,078 65
Cash and current assets.	1,233 00		
Profit and loss.	555 02	Total.	$31,078 65
Total.	$31,078 65		

IMPORTANT CHANGES DURING THE YEAR.

The Falls Creek Railroad Company purchased a road owned by individuals extending from Falls Creek, Clearfield county, Pa., to Dixon, Clearfield county, Pa., having total trackage of one and one-half miles. During year ending June 30, 1890, they constructed an extension of this line to London Mines, Jefferson county, Pa., making total trackage, June 30, 1890, of three miles.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen.	1	$930 00	$3 07
Other trainmen.	1	376 50	1 60
Section foremen.	1	340 00	1 57
Other trackmen.	3	724 12	1 30
Switchmen, flagmen and watchmen.	1	547 50	1 50
Total.	7	$2,948 12	.....
Distribution of above:			
Maintenance of way and structures.	4	$1,064 12	.....
Maintenance of equipment.	1	547 50	.....
Conducting transportation.	2	1,336 50	.....
Total.	7	$2,948 12	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden.	1	1
Gauge of track,		4 ft. 8½ in.

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QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? This company has no funded debt.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? No such rental paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

FAIRCHANCE AND STATE LINE RAILROAD COMPANY.

Date of organization: September 8, 1885.

By what authority incorporated: General law.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
H. L. Priesler.	McKeesport, Pa.	I. N. Richards.	Pittsburgh, Pa.
C. A. Will.	Chicago, Ill.	Wm. Kuhlman.	Connellsville, Pa.
M. L. Jenkins.	Pittsburgh, Pa.	T. S. Allison.	Mt. Pleasant.

Date of last meeting of stockholders for election of directors: February, 1890.

Postoffice address of general office: 111 Fourth avenue, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. A. Jenkins.	Ursina, Pa.
Secretary.	I. N. Richards.	Pittsburgh, Pa.
Treasurer.	M. L. Jenkins.	Pittsburgh, Pa.

FAYETTE COUNTY RAILROAD COMPANY.

Date of organization: About 1857.

By what authority incorporated: By special act of the Legislature of Pennsylvania.

What carrier operates the road of this company: Pittsburgh and Connellsville Railroad Company, now operated by Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
E. B. Dawson.	Uniontown, Pa.	Nath'l Ewing.	Uniontown, Pa.
F. C. Robinson.	Uniontown, Pa.	J. V. Thompson.	Uniontown, Pa.
W. L. Robinson.	Uniontown, Pa.	Jacob M. Beeson.	Hopwood, Pa.
John K. Ewing.	Uniontown, Pa.		

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Date of last meeting of stockholders for election of directors: May 5, 1879.

Postoffice address of general office: Uniontown, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	E. B. Dawson	Uniontown, Pa.
Secretary, Treasurer	J. V. Thompson	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.
	From—	To—		
Fayette County Railroad Company	Uniontown	Connellsville, Pa.	Pittsburgh and Connellsville Railroad Company.	12¾

The Fayette County Railroad Company is leased to the Pittsburgh and Connellsville Railroad Company for ninety-nine years from November 1, 1864, and all questions not answered by us are supposed to fall to them.

FRANKFORD CREEK RAILROAD COMPANY.

Date of organization: Articles of association filed March 10, 1890, and letters patent issued same date.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

This company's railroad is not in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay	Philadelphia	January 12, 1891.
W. H. Barnes	Philadelphia	do. do.
John P. Green	Philadelphia	do. do.
Wm. A. Patton	Radnor, Delaware county, Pa.	do. do.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.	do. do.
Henry D. Welsh	Philadelphia	do. do.

Date of last meeting of stockholders for election of directors: March 10, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	233 South Fourth street, Philadelphia.
Secretary and Treasurer	Albert Hewson	233 South Fourth street, Philadelphia.
Chief Engineer	Wm. H. Brown	233 South Fourth street, Philadelphia.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Franklin Creek railroad, main line in course of construction; not in operation.	A connection with the Philadelphia and Trenton railroad, between Erie avenue and Butler street, in the Twenty-fifth ward of the city of Philadelphia.	A point on Duncan st., South Pearce st., in the Twenty-third ward of the said city.	1.25	1.25

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$15,525 17	Capital stock	$10,000 00
Cash	41 95	Current liabilities	5,657 17
Sundries	90 05		
Total	$15,657 17	Total	$15,657 17

FRANKFORD AND HOLMESBURG RAILROAD COMPANY.

Date of organization: July 18, 1863.

By what authority incorporated: State of Pennsylvania (act of July 18, 1863) (P. L. 1864, p. 1115) and supplements of March 30, 1864 (P. L. p. 124), April 11, 1866 (P. L. p. 693), April 10, 1867 (P. L. p. 1003).

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry	Philadelphia	January 13, 1891.
B. Franklin Crispin	Philadelphia	do. do.
Presley Blakiston	Philadelphia	do. do.
Andreas Hartel	Holmesburg, Pa.	do. do.
Joseph Hartel	Holmesburg, Pa.	do. do.
Wm. Rowland, Jr.	Holmesburg, Pa.	do. do.
George S. Clark	Holmesburg, Pa.	do. do.
Joseph H. Brown	Holmesburg, Pa.	do. do.
Jonathan Rowland	Holmesburg, Pa.	do. do.
Alfred L. Dungan	Bustleton, Pa.	do. do.
Isaac W. Tomlinson	Bustleton, Pa.	do. do.
Jamison Lott	Bustleton, Pa.	do. do.
George T. Mills	Holmesburg, Pa.	do. do.

Date of last meeting of stockholders for election of directors January 13, 1890.

Postoffice address of general office: Holmesburg, Philadelphia, Pa.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Andreas Hartel	Holmesburg, Phila.
Secretary	Joseph H. Brown	do. do.
Treasurer	William Rowland, Jr.	do. do.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Frankford and Holmesburg Railroad Company.	Holmesburg Junction.	Bustleton. . . .	Pennsylvania Railroad Company.	4.16	4.16

Leased to Pennsylvania Railroad Company; rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$150,000 00	Capital stock.	$100,000 00
Profit and loss.	95,472 81	Funded debt.	50,000 00
		Current liabilities.	95,472 81
Total.	$245,472 81	Total.	$245,472 81

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage 7 per cent. bonds.	Holmesburg Junction. .	Bustleton.	4.16	$12,019 23

EMPLOYES AND SALARIES.

None except those paid by lessee.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	2	2
Number wooden.	2	2
Trestles:		
Number.	3	3
Aggregate length.	1,285.9	1,285.9
Telegraph:		
Miles of line owned by this company.	4.16	4.16
Miles of wire owned by this company.	8.32	8.32
Miles of line operated by Pennsylvania Railroad Company.	4.16	4.16
Miles of wire operated by Pennsylvania Railroad Company.	8.32	8.32

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

GETTYSBURG AND HARRISBURG RAILROAD COMPANY.

Date of organization: Chartered in 1883, commenced operation April 21, 1884.
By what authority incorporated: General laws of State of Pennsylvania.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Fuller,	Pine Grove Furnace, Pa.,	Until successor is elected.
Jay Cooke,	Philadelphia, Pa.,	do. do.
Jay Cook, Jr.,	Philadelphia, Pa.,	do. do.
C. L. Barney,	Philadelphia, Pa.,	do. do.
John M. Butler,	Philadelphia, Pa.,	do. do.
B. J. Woodward,	Philadelphia, Pa.,	do. do.
E. J. Williams,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in January, 1890.

Postoffice address of general office: Carlisle, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. C. Fuller,	Pine Grove Furnace, Pa.
Secretary,	John M. Butler,	119 South Fourth street, Philadelphia, Pa.
Treasurer,		
Chief Engineer,	A. E. Lehman,	Philadelphia, Pa.
General Solicitor, Attorney or Counsel,	J. C. Neely,	Gettysburg, Pa.
Auditor,	C. F. Shower,	Carlisle, Pa.
General Freight Agent,	C. F. Shower,	Carlisle, Pa.
General Superintendent,	Wm. H. Woodward,	Carlisle, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Gettysburg and Harrisburg Railroad Co.,	Hunter's Run, Pa.,	Gettysburg, Pa.,	21.60	21.60
Round Top Branch,	Gettysburg, Pa.,	Round Top, Pa.,	3.00	3.00
Total mileage operated,			24.60	24.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$518,625 27	Capital stock,	$250,000 00
Cost of equipment,	49,663 64	Funded debt,	280,000 00
Lands owned,	7,868 76	Current liabilities,	108,330 80
Other assets:		Accrued interest on funded debt not yet payable,	3,900 00
Profit and loss,	66,073 13		
Total,	$642,230 80	Total,	$642,230 80

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CONTRACTS, AGREEMENTS, ETC.

Adams Express, 10 cents per 100 pounds; United States Postoffice Department, $1,578.36 per annum, and Western Union Telegraph Company, one-half the receipts.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, ...	Hunter's Run, Pa.,	Round Top, Pa.,	24.60	$11,382 12
All equipment mortgaged.				

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	6	$924 00	$0 50
General office clerks, ...	3	506 00	54
Station agents, ...	8	1,292 07	52
Enginemen, ...	4	2,234 12	1 79
Firemen, ...	4	952 59	76
Conductors, ...	4	879 01	70
Other trainmen, ...	5	1,374 02	88
Machinists, ...	2	700 33	1 12
Carpenters, ...	2	746 93	1 20
Other shopmen, ...	2	505 63	81
Section foremen, ...	4	1,584 00	1 27
Other trackmen, ...	17	2,838 10	53
Switchmen, flagmen and watchmen, ...	2	360 00	58
Telegraph operators and dispatchers, ...	2	800 76	1 28
All other employes and laborers, ...	1	77 72	25
Total, ...	66	$15,775 28	$0 77
Distribution of above:			
General administration, ...	9	$1,430 00	$0 51
Maintenance of way and structures, ...	21	4,422 10	67
Maintenance of equipment, ...	8	2,312 89	92
Conducting transportation, ...	28	7,610 29	87
Total, ...	66	$15,775 28	$0 77
Employes in Pennsylvania:			
Total number of employes in Pennsylvania, ...	66	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania, ...	. . . .	$15,775 28	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number iron, ...	2	2
Trestles:		
Number, ...	5	5
Aggregate length, ...	2,000 feet.	2,000 feet.
Telegraph:		
Miles of line owned by this company, ...	24.6	24.6
Miles of wire owned by this company, ...	24.6	24.6
Miles of line operated by this company, ...	24.6	24.6
Miles of wire operated by this company, ...	24.6	24.6

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-house, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

GRASSY ISLAND RAILROAD COMPANY.

Date of organization: October 19, 1887.

By what authority incorporated: Under act of assembly, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the act supplementary thereto.

Not yet completed owing to a contest over a grade crossing, and it has not been used in any part to the present time.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Andrew Langdon	Buffalo, New York	January, 1890.
Charles H. Stearns	Buffalo, New York	do.
Geo. T. M. Tilden	Buffalo, New York	do.
B. F. Dewey	Pittston, Pa.	do.
Arthur R. White	What Cheer, Iowa	do.
S. W. White	What Cheer, Iowa	do.
William McCullough	Plainsville, Pa.	do.

Date of last meeting of stockholders for election of directors: January 28, 1889.

Postoffice address of general office: Peckville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Andrew Langdon	Buffalo, New York.
Secretary	Charles H. Stearns	do.
Treasurer	Geo. T. M Tilden	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
The Grassy Island Railroad Company	Near Jessup	Near Winton	1	1

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It is built for the purpose of transporting coal from the breaker of the Grassy Island Coal Company to the Winton branch of the Delaware, Lackawanna and Western Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$9,566 72	Capital stock	$10,000 00
Cash and current assets	433 28		
Total	$10,000 00	Total	$10,000 00

Gauge of track, ... Standard.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

GREENLICK NARROW GAUGE RAILWAY COMPANY.

Date of organization: October 19, 1874.

By what authority incorporated: State charter.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick	Pittsburgh, Pa.	January, 1891.
Edwin Miles	Pittsburgh, Pa.	do.
Geo. K. Miles	Pittsburgh, Pa.	do.
Geo. A. Hogg	Pittsburgh, Pa.	do.
Daniel H. Pershing	Stauffer Station, Pa.	do.
David White	Scottdale, Pa.	do.
Nathaniel Miles	Scottdale, Pa.	do.
J. R. Stauffer	Scottdale, Pa.	do.
Geo. E. Hogg	Brownsville, Pa.	do.

Date of last meeting of stockholders for election of directors: January 24, 1890.

Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Daniel H. Pershing	Stauffer Station, Pa.
Secretary and Treasurer	Geo. H. Sewell	Scottdale, Pa.
Division Superintendent	David White	Scottdale, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment	$37,047 27	Capital stock	$31,650 00
Cash and current assets	581 98	Current liabilities	8,333 52
Profit and loss	2,696 67	Profit and loss	342 40
Total	$40,325 92	Total	$40,325 92

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$700 00	. . . . .
Enginemen,	1	. . . . .	$2 50
Other trainmen,	2	. . . . .	1 25
Total,	6	$700 00	$5 00
Distribution of above:			
General administration,	3	$700 00	. . . . .
Conducting administration,	3	. . . . .	$5 00

CHARACTERISTICS OF ROAD.

Number of wooden bridges,	7
Number of trestles,	3
Aggregate length of trestles,	227 feet.
Gauge of track,	3 feet.

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.
By what authority incorporated: Special act approved April 21, 1873.
Operated by Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	January 12, 1891.
P. H. Glatfelter,	Spring Forge, Pa.,	do. do.
John P. Green,	Philadelphia,	do. do.
Geo. D. Klinefelter,	Hanover, Pa.,	do. do.
Amos R. Little,	Philadelphia,	do. do.
Isaac Loucks,	Hanover, Pa.,	do. do.
Wistar Morris,	Philadelphia,	do. do.
Wm. A. Patton,	Philadelphia,	do. do.
Michael Schall,	York, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Geo. P. Smyser,	York, Pa.,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John S. Young,	Hanover, Pa.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Hanover and York railroad.	Hanover. . .	York.	Pennsylvania Railroad Co.,	18.35	18.35
Total mileage, . . .	. . . . .	. . . . .	. . . . .	18.35	18.35

Lease to the Pennsylvania Railroad Company, dated April 8, 1875, to continue until expiration of charter of the Hanover and York Railroad Company, April 21, 1893, and to be extended on renewal of charter. Lessee to maintain and operate the road and pay net earnings to lessor.

BONDS OWNED.

Littlestown railroad (amount held), ... $37,200 00

STOCKS OWNED.

Littlestown railroad (par value), ... $33,550 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$371.826 48	Capital stock.	$224.250 00
Bonds of other companies owned. .	37,200 00	Funded debt.	191.100 00
Stocks of other companies owned, .	55.264 00	Current liabilities, ...	53,948 37
Cash and current assets, ...	32.285 08	Profit and loss.	27,277 19
Total.	$496 575 56	Total, ...	$496.575 56

IMPORTANT CHANGES DURING THE YEAR.

Purchased Littlestown Railroad Company stock, 325 shares @ $25, ...	$8,125 00
Purchased Littlestown Railroad Company bonds at par, ...	37,200 00
	$45,325 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Hanover.	York, ...	18.35	$8.174 44

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, ...	3	. . . . .	. . . . .
Total, ...	3	. . . . .	. . . . .

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	5	5
Trestles:		
Number	1	1
Aggregate length	535 feet.	535 feet.
Telegraph:		
Miles of lines owned by this company	18.60	18.60
Miles of wire owned by this company	20.10	20.10
Miles of line operated by Pennsylvania Railroad Company (lessee)	18.60	18.60
Miles of wire operated by Pennsylvania Railroad Company (lessee)	20.10	20.10

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Charter approved June 9, 1832.

By what authority incorporated: Acts June 9, 1832, February 18, 1834, March 11, 1835, March 17, 1836, March 31, 1837, March 17, 1838, June 27, 1839, May 7, 1841, March 17, 1845, March 16, 1848, April 7, 1848, January 26, 1849, April 9, 1852, April 2, 1853, April 22, 1854, April 4, 1856, April 11, 1856, April 1, 1864, April 11, 1866.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund Smith	Philadelphia	September 5, 1890.
G. B. Roberts	Philadelphia	do.
Wistar Morris	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.
James Young	Middletown, Pa.	do.
Lewis Elkin	Philadelphia	do.
A. J. Cassatt	Philadelphia	do.
John P. Green	Philadelphia	do.
Enoch Lewis	Philadelphia	do.

Date of last meeting of stockholders for election of directors: September 6, 1889.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Edmund Smith.	Bullitt Building, Philadelphia.
Secretary.	Taber Ashton.	233 South Fourth street, Philadelphia.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad.	Dillerville.	Harrisburg.	Pennsylvania Railroad Company.	35.59	35.59
Branch.	Columbia.	Middletown.	Pennsylvania Railroad Company.	18.15	18.15
Total mileage.				53.74	53.74

Lease for 999 years, from January 1, 1861, rental being equal to the dividend on capital stock, 7 per cent. per annum interest on funded debt, 4 per cent. per annum, all taxes levied on capital stock and bonds, and the expense of keeping up organization to the extent of $2,000.00 per annum. The lessee pays all expenses of maintenance and operation.

STOCKS OWNED.

NAME.		Total par value.	Rate.	Income or dividend received.
Pennsylvania Railroad Company, 1,272 shares @ $50.00.		$63,600 00	51 per cent.	$3,202 50
Received interest @ 4 per cent per annum on amount paid for 67 shares allotted at par from June 21, 1889, to November 1, 1889.	$49 50			
Received November 30, 1889, six months' dividend on 1,110 shares @ 2½ per cent.	1,387 50			
Received May 29, 1890, six months' dividend on 1,177 shares @ 3 per cent.	1,765 50			
Total.		$63,600 00		$3,202 50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,881,210 09	Capital stock.	$1,182,550 00
Stocks of other companies.	65,457 22	Funded debt.	700,000 00
Cash and current assets.	56,461 41	Current liabilities.	60,474 75
		Profit and loss.	60,103 97
Total.	$2,003,128 72	Total.	$2,003,128 72

IMPORTANT CHANGES DURING THE YEAR.

Subscribed at par, under the allotment, to 95 shares of stock of the Pennsylvania Railroad Company stock May 29, 1890, $4,750.00.

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Dillerville. . . .	Harrisburg. . .	35.59	. . . . .
	Columbia. . . .	Middletown. . .	18.15	. . . . .
			53.74	$13,025 68

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers.	2	$1,700 00
Total.	2	$1,700 00

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone.	7	7
Number iron.	31	31
Number wooden.	1	1
Tunnels:		
Number.	1	1
Maximum length.	162 feet.	162 feet.
Minimum length.	162 feet.	162 feet.
Aggregate length of all tunnels.	162 feet.	162 feet.
Telegraph:		
Miles of lines owned by this company.	28.14	28.14
Miles of wire owned by this company.	330.92	330.92
Miles of line operated by Pennsylvania Railroad Company, lessee. . .	62.73	62.73
Miles of wire operated by Pennsylvania Railroad Company, lessee. . .	330.92	330.92

Gauge of track. . . . . 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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HARRISBURG AND POTOMAC RAILROAD COMPANY.

Date of organization: May, 1870.
By what authority incorporated: Act of assembly. General law.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Austin Corbin.	Philadelphia.	July 7, 1890.
A. A. McLeod.	Philadelphia.	do.
A. H. O'Brien.	Philadelphia.	do.
Albert Foster.	Philadelphia.	do.
William R. Taylor.	Philadelphia.	do.
C. H. Quarles.	Philadelphia.	do.
William B. Scott.	Philadelphia.	do.
James J. Dull.	Harrisburg, Pa.	do.
Asbury Derland.	Boiling Springs, Pa.	do.

Date of last meeting of stockholders for election of directors: July 1, 1889.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Boiling Springs, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Austin Corbin.	Philadelphia.
Vice President.	A. A. McLeod.	Philadelphia.
Secretary.	William R. Taylor.	Philadelphia.
Treasurer.	Asbury Derland.	Boiling Springs, Pa.
General Manager.	A. A. McLeod.	Philadelphia.
General Passenger Agent.	C. G. Hancock.	Philadelphia.
General Superintendent.	I. A. Sweigard.	Philadelphia.
Division Superintendent.	H. C. Bomberger.	Boiling Springs, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Harrisburg and Potomac.	Bowmansdale, Cumberland county, Pa.	Shippensburg, Cumberland county, Pa.	32	32
Sidings and branches.			9	9
Total mileage operated.			41	41

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,213,272 00	Capital stock.	$331,000 00
Cost of equipment.	33,300 00	Funded debt.	520,200 00
Cash and current assets.	12,472 77	Current liabilities.	469,583 39
Other assets:			
Profit and loss.	61,738 62	Total.	$1,320,783 39
Total.	$1,320,783 39		

IMPORTANT CHANGES DURING THE YEAR.

On July 2, 1890, the road was sold by trustees of mortgage to the Philadelphia and Reading Railroad Company.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company. Ten cents per 100 pounds.
U. S. mail. Annual amount fixed by government.
No other contracts existing.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers in Philadelphia	5		
General officers in Boiling Springs, Pa.	2	$1,525 00	
General office clerks	1		$0 67
Station agents	6		30
Enginemen	1		2 50
Firemen	1		1 54
Conductors	1		1 78
Other trainmen	2		1 48
Section foremen	5		1 15
Other trackmen	15		1 00
Switchmen, flagmen and watchmen	1		77
Total	40		
Distribution of above:			
General administration	7		
Maintenance of way and structures	22		
Conducting transportation	15		
Total	40		
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	All.		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	53	53
Number combination	1	1
Trestles:		
Number	1	1
Aggregate length	1,234 feet.	1,234 feet.
Telegraph:		
Miles of line owned by this company	29	29
Miles of wire owned by this company	29	29
Miles of line operated by this company	29	29
Miles of wire operated by this company	29	29

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Mortgage foreclosed and sale made by trustees of property, July 2, 1890.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental: Pays no rental.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic? None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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HARRISBURG TERMINAL RAILROAD COMPANY.

Date of organization: June 3, 1889.

By what authority incorporated: General railroad law of April 4, 1868, and supplement thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. A. Caldwell,	Philadelphia,	First Monday in May, 1891.
Geo. deB. Keim,	Philadelphia,	do. do.
A. A. McLeod,	Philadelphia,	do. do.
Geo. F. Baer,	Reading, Pa.,	do. do.
James Boyd,	Norristown, Pa.,	do. do.
S. P. Wolverton,	Sunbury, Pa.,	do. do.
Austin Corbin,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Vice President,	A. A. McLeod,	do.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Harrisburg Terminal railroad,	Harrisburg,	Bowmansdale,	8.80	....

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,866 18	Capital stock,	$10,000 00
		Current liabilities,	64,866 18
Total,	$74,866 18	Total,	$74,866 18

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HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.

By what authority incorporated: Under general railroad law of Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Long	Philadelphia	February, 1891.
Jacob Naylor	Philadelphia	do.
William Bault	Philadelphia	do.
Rathmell Wilson	Philadelphia	do.
John Devereux	Philadelphia	do.
Spencer M. Janney	Philadelphia	do.
William J. Barr	Philadelphia	do.
M. E. McDowell	Philadelphia	do.
James Whitacre	Philadelphia	do.
John B. Wattson	Philadelphia	do.
Thomas R. Patton	Philadelphia	do.
Samuel Bancroft, Jr.	Wilmington, Del.	do.

Date of last meeting of stockholders for election of directors: February 4, 1890.

Postoffice address of general office: American Life Building, Fourth and Walnut streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President *pro tem.*	Spencer M. Janney	Philadelphia.
Secretary, Treasurer	J. P. Donaldson	Philadelphia.
Consulting Engineer	John Fulton	Johnstown, Pa.
Counsel	James W. Paul	Philadelphia.
General Manager	Geo. F. Gage	Huntingdon, Pa.
General Passenger Agent, General Ticket Agent	Geo. F. Gage	Huntingdon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line	Huntingdon	Mt. Dallas	45.0	45.0
Branches:				
Shoups	Saxton	Near Broad Top City	9.5	9.5
Six Mile Run	Riddlesburg	Edge Hill	4.0	4.0
Saxeey Run	Hopewell	Cambria Colliery	2.7	2.7
Long's Run	Long's Run Junction	Kearney	3.0	3.0
Total mileage operated			64.2	64.2

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company; the rate for transportation twenty-two cents per one hundred pounds; space furnished in railroad company's cars.

United States Postoffice Department, $3,998 24 per annum, payable quarterly.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	1	$4,000 00	
General office clerks	4	4,800 00	
Station agents and operators	5	4,200 00	$2 71
Other station men	31	9,429 05	1 45
Engineers	3	1,133 91	1 22
Firemen	14	11,433 90	2 03
Conductors	14	7,495 16	1 73
Other trainmen	14	10,086 60	2 33
Machinists	24	11,672 74	1 57
Carpenters	15	7,625 74	1 64
Other shopmen	29	15,020 01	1 67
Section foremen	46	18,247 52	1 28
Other trackmen	18	7,908 70	1 41
Switchmen, flagmen and watchmen	80	27,535 70	1 11
All other employes and laborers	8	2,758 28	1 11
	16	8,411 85	1 70
Total	312	$151,767 75	
Employes in Pennsylvania			
Total number of employes in Pennsylvania	312		
Total yearly compensation of employes in Pennsylvania		$151,767 75	

CHARACTERISTICS OF ROAD.

	On whole length of road.
Bridges:	
Number iron	15
Number wooden	43
Trestles:	
Number	43
Aggregate length	8,113
Telegraph:	
Miles of line owned by this company	53
Miles of wire owned by this company	58
Miles of line operated by this company	53
Miles of wire operated by this company	58

Gauge of track, ... 4 ft. 8½ in.

IRONTON RAILROAD COMPANY.

Date of organization: 1859.
By what authority incorporated: State of Pennsylvania.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Thomas	Catasauqua	October, 1890.
Benjamin G. Clark	New York city	do.
John Thomas	Hokendauqua, Pa.	do.
Edwin Mickly	Hokendauqua, Pa.	do.
John T. Knight	Easton, Pa.	do.
Wm. W. Marsh	Schooley's Mountain, N. J.	do.

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Date of last meeting of stockholders for election of directors: October, 1889.
Postoffice address of general office: Easton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Thomas	Catasauqua, Pa.
Secretary, Treasurer	John T. Knight	Easton, Pa.
General Superintendent	William Anderson	Allentown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Ironton railroad	Coplay	Ironton	5¼	5¼
		Seigersville	3¾	3¾
Total mileage operated			9	9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$200,000 00	Capital stock	$200,000 00
Lands owned	437 50	Current liabilities	5,709 36
Cash and current assets	95,505 33	Profit and loss	90,233 47
Total	$295,942 83	Total	$295,942 83

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	1	$1,200 00	.....
General office clerks	1	600 00	.....
Enginemen	1	802 15	$2 75
Firemen	1	587 53	1 92
Other trainmen	4	2,134 88	1 76
Section foreman	1	600 00	2 00
Other trackmen	11	2,678 80	1 20
Switchmen, flagmen and watchmen	1	410 10	1 10
Total	21	$9,609 84	.....
Distribution of above:			
General administration	2	$1,800 00	$4 91
Maintenance of way and structures	12	3,278 80	1 37
Conducting transportation	7	4,531 04	1 95
Total	21	$9,609 84	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	21	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$9,609 84	.....

CHARACTERISTICS OF ROAD.

Number of wooden bridges, 10; in Pennsylvania, 10.

Gauge of track, ... 4 ft. 8½ in.

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JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, A. D. 1862.

By what authority incorporated: Special act, Commonwealth of Pennsylvania, An act to incorporate the Jamestown and Franklin Railroad Company, approved April 5, A. D. 1862; a supplement to said act, approved March 9, A. D. 1863; further supplement, approved April 19, A. D. 1864; a further supplement, approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company, charter in effect September 19, A. D. 1870, under general laws, Commonwealth of Pennsylvania.

Consolidated with Jamestown and Franklin Railroad Company, December 7, A. D. 1870.

Operated by the Lake Shore and Michigan Southern Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Newell,	Cleveland, Ohio,	January, 12, 1891.
O. G. Getzen-Danner,	Cleveland, Ohio,	do.
Leonard Watson,	Cleveland, Ohio,	do.
S. P. McCalmont,	Franklin, Pa.,	do.
J. C. Cornwell,	Stoneboro', Pa.,	do.
Robert P. Cann,	Stoneboro', Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postffioce address of general office: Stoneboro', Pa.

Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Rasselas Brown,	Warren, Pa.
Secretary,	J. C. Cornwell,	Stoneboro', Pa.
Treasurer,	Robert P. Cann,	Stoneboro', Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Jamestown and Franklin railroad.	Jamestown, Pa.,	Oil City, Pa.,	Lake Shore and Michigan Southern Railway Company.	50 91	50.91

The Lake Shore and Michigan Southern Railway Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company, for term of five (5) years from January 1, A. D. 1890.

The said Lake Shore Company, at its own cost, is to maintain, manage, operate and keep in efficient public use, the railroad of the said Jamestown and Franklin Rail-

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road Company, with its structures and appurtenances, in all substantial respects, as if it (the Lake Shore Company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted to and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business so as to encourage, develop and increase both the local and through traffic upon said Jamestown and Franklin railroad. The fixing of rates and tariffs to be done by said Lake Shore Company, but that it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin Company.

Said Lake Shore Company to pay all taxes except as may be imposed by State of Pennsylvania, or United States, upon tonnage, dividends, on stocks or interest on bonds.

The Jamestown and Franklin Company to keep up, at its own expense, its corporate organization.

The Lake Shore Company to pay to said Jamestown and Franklin Company thirty per cent. (30 %) of the gross income of said Jamestown and Franklin railroad.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road	$2,631,864 82	Capital stock	$607,243 00	
Lands owned	34,607 79	Funded debt	798,000 00	
Cash and current assets	8,312 74	Current liabilities	1,230,144 94	
Total	$2,674,785 35	Accrued interest on funded debt not yet payable	2,916 67	
				$2,638,304 61
		Profit and loss		36,480 74
		Total		$2,674,785 35

CONTRACTS, AGREEMENTS, ETC.

All such contracts are made by the lessee.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of mile.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
First mortgage bonds	Jamestown, Pa.,	Oil City, Pa.,	50.91	$3,853 47	None,	All.
Second mortgage bonds	Jamestown, Pa.,	Oil City, Pa.,	50.91	9,821 25	None,	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
All other employes and laborers	2	$750 00	.....
Total	2	$750 00	.....
Distribution of above: General administration	2	$750 00	.....
Total	2	$750 00	.....
Employes in Pennsylvania: Total number of employes in Pennsylvania	2	$750 00	.....

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	1
Number wooden,	9	9
Trestles:		
Number,	8	8
Aggregate length,	935 feet.	935 feet.
Tunnels:		
Number,	1	1
Maximum length,	925 feet.	925 feet.
Minimum length,	925 feet.	925 feet.
Aggregate length of all tunnels,	925 feet.	925 feet.
Gauge of track,		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: This company is not a member of any. All such lines operating over the line of this road do so under arrangements made with lessee (Lake Shore and Michigan Southern Railway Company).

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

By what authority incorporated: Special charter under act of April 28, 1851, confirmed by act of March 16, 1863, of Pennsylvania legislature.

Operated by New York, Lake Erie and Western Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Hines,	Scranton, Pa.,	Second Tuesday in June, 1891.	
J. Lowber Welsh,	Philadelphia,	do.	do.
William A. May,	Scranton, Pa.,	do.	do.
Clarence D. Simpson,	Scranton, Pa.,	do.	do.
John King,	New York, N. Y.,	do.	do.
Samuel M. Felton, Jr.,	New York, N. Y.,	do.	do.
Augustus R. Macdonough,	New York, N. Y.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in June.

Postoffice address of general office: Scranton, Pa.

Postoffice address of operating company: 21 Cortlandt street, New York city.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Hines	Scranton, Pa.
Vice President	Samuel M. Felton, Jr.	21 Cortlandt st., New York city.
Secretary	Augustus R. Macdonough	21 Cortlandt st., New York city.
Treasurer	Edward White	21 Cortlandt st., New York city.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road	$6,572,777 45	Capital stock		$2,096,050 00
		Funded debt		3,100,000 00
Total	$6,572,777 45	Advances for construction:		
		Erie Railway Company	$912,632 11	
		New York, Lake Erie and Western Railroad Company	464,095 34	
				1,376,727 45
		Total		$6,572,777 45

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Lanesboro'	Carbondale	36.65	$76,398 36
First mortgage	Hawley	Honesdale	8.22	24,817 52
First mortgage	Hawley	Honesdale	8.22	11,678 83

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron		11
Trestles:		
Number		5
Aggregate length		2,712 feet.
Gauge of track		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

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JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1887. Organized during that year.

By what authority incorporated: By an act of assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Bayard Henry	Philadelphia	Second Monday in April, 1891.
J. N. DuBarry	do.	do. do.
Henry D. Welsh	do.	do. do.
C. H. Allen	do.	do. do.
Chas. W. Henry	do.	do. do.
M. Thouron	do.	do. do.
Wm. A. Patton	do.	do. do.

Date of last meeting of stockholders for election of directors: April 14, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. Bayard Henry	Philadelphia.
Secretary and Treasurer	J. S. Vanzant	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Johnsonburg Railroad Company.	Johnsonburg, Elk co.,	Clermont, McKean co.	Pennsylvania Railroad Company.	19.69	19.69

The Johnsonburg Railroad Company is leased to the Pennsylvania Railroad Company, for a period of fifty years from the 8th day of July, A. D. 1889, and is operated by that company, under said lease, the terms of which provide, that the lessee shall pay all operating expenses, including taxes, interest on equipment and organization expenses, the balance of net earnings to be paid to lessor and by it applied, first, to payment of interest on outstanding bonds; second, to payment of five per centum per annum on outstanding capital stock, the balance to be divided equally between the lessee and lessor. The lessee reserves the right, under certain conditions, and upon giving six months' notice in writing, of its intention so to do, to cancel and annul said lease at any time after the expiration of five years from the date thereof.

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$399,278 34	Capital stock,	$200,000 00
Lands owned,	3,700 00	Funded debt,	200,000 00
Profit and loss,	22,072 69	Current liabilities,	25,051 03
Total,	$425,051 03	Total,	$425,051 03

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line
	From—	To—	Miles.	
First mortgage coupon,	Johnsonburg, Elk co.,	Clermont, McKean co.	19.69	$10,157 44

EMPLOYES AND SALARIES.

Number general officers, 2; no yearly compensation.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	9	9
Telegraph:		
Miles of line owned by this company,	20	20
Miles of wire owned by this company,	20	20
Miles of line operated by Pennsylvania Railroad Company, lessee,	20	20
Miles of wire operated by Pennsylvania Railroad Company, lessee,	20	20

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? None.

JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Date of organization: November 15, 1887.

By what authority incorporated: Laws of Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Adrian Iselin,	New York, N. Y.	Victor Guillon,	New York, N. Y.
Columbus O'D. Iselin,	New York, N. Y.	Thomas Tobin,	Philadelphia.
Guillaume Fatis,	New York, N. Y.	R. D. Maxwell,	Philadelphia.
Alfred Roosevelt,	New York, N. Y.	Franklin Platt,	Philadelphia.
E. G. Platt,	New York, N. Y.		

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Date of last meeting of stockholders for election of directors: January 21, 1890.
Postoffice address of general office: 36 Wall street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Adrian Iselin	New York, N. Y.
Secretary	Franklin Platt	Philadelphia.
Treasurer	Guillaume Fatis	New York, N. Y.
General Solicitor, Attorney or Counsel	C. H. McCauley	Ridgway, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$46,224 55	Capital stock	$21,000 00
		Unfunded debt	25,224 55
Total	$46,224 55	Total	$46,224 55

JONES LAKE RAILROAD COMPANY.

Date of organization: September 8, 1887.
By what authority incorporated: Act of general assembly of Pennsylvania, approved 4th April, 1868.
Operated by Erie and Wyoming Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
John B. Smith	Dunmore, Pa.	George H. Cathlin	Scranton, Pa.
George B. Smith	Dunmore, Pa.	Henry Beyea	Dunmore, Pa.
A. D. Blackinton	Dunmore, Pa.	S. B. Bulkley	Dunmore, Pa.

Postoffice address of general office: Dunmore, Pa.
Postoffice address of operating company: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George H. Catlin	Scranton, Pa.
Secretary	A. D. Blackinton	Dunmore, Pa.
Treasurer, General Superintendent	George B. Smith	Dunmore, Pa.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Jones Lake railroad.	Lake Junction.	Jones Lake.	Erie and Wyoming Valley.	1¼	1¼
Total mileage.				1¼	1¼

Leased and operated by the Erie and Wyoming Valley Railroad Company. Rental $1,200.00 per year. Operating Company to maintain the road, pay the taxes, etc.

JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1860.

By what authority incorporated: State of Pennsylvania, acts of May 3, 1860 (P. L. p. 780), March 23, 1861 (P. L. p. 177), April 26, 1864 (P. L. p. 609), April 11, 1862 (P. L. of 1867, p. 1349), February 2, 1865 (P. L. p. 88).

Operated by Pennsylvania Railroad Company; Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts.	233 S. Fourth street, Philadelphia.	April 6, 1891.
N. Parker Shortridge.	Wynnewood, Montgomery county, Pa.	do.
John P. Green.	233 S. Fourth street, Philadelphia.	do.
A. A. McLoed.	227 S. Fourth street, Philadelphia.	do.
J. N. DuBarry.	233 S. Fourth street, Philadelphia.	do.

Date of last meeting of stockholders for election of directors: April 7, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, for Pennsylvania Railroad Company and Philadelphia, Wilmington and Baltimore Railroad Company; 227 South Fourth street, Philadelphia, for Philadelphia and Reading Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Pesident.	George B. Roberts.	233 S. Fourth street, Philadelphia.
Secretary.	J. C. Sims.	233 S. Fourth street, Philadelphia.
Treasurer.	Robert W. Smith.	233 S. Fourth street, Philadelphia.
Assistant Treasurer.	J. C. Rogers.	233 S. Fourth street, Philadelphia.
General Solicitor, Att'y or Counsel.	John Scott.	233 S. Fourth street, Philadelphia.
Comptroller.	Robert W. Downing.	233 S. Fourth street, Philadelphia.
Assistant Comptroller.	M. Riebenack.	233 S. Fourth street, Philadelphia.
Real Estate Agent.	John C. Wilson.	233 S. Fourth street, Philadelphia.
Superintendent.	William J. Latta.	Broad Street Station, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Junction Railroad	Belmont	Thirty-fifth street	1.89	.....
	North end of Market street tunnel	Gray's Ferry	1.67	.....
Total mileage operated			3.56	3.56

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company run their trains over the Junction railroad, paying to the Junction railroad a certain rate per car per mile for trackage, the Junction Railroad Company paying the company moving the traffic for the use of its motive power.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,062,404 40	Capital stock	$250 000 00
Cash and current assets	135,993 54	Funded debt	725,000 00
		Current liabilities	11,747 19
Total	$1,198,397 94	Profit and loss	211,650 75
		Total	$1,198,397 94

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	Miles.	Amount of mortgage per mile of line.
First mortgage extended in Philadelphia	3.56	$119,382 02
Second mortgage in Philadelphia	3.56	84,269 67

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$1,680 00	.....
General office clerks	2	1,428 00	$1 98
Station men	1	480 00	1 54
Section foremen	1	480 00	1 54
Other trackmen	12	4,860 00	1 30
Switchmen, flagmen and watchmen	6	2,940 00	1 57
Telegraph dispatchers	8	2,316 00	93
All other employes and laborers	1	90 00	29
Total	33	$14,274 00	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	33	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$14,274 00	.....

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone.	2	2
Number iron.	4	4
Tunnels:		
Number.	2	2
Maximum length.	754 feet.	754 feet.
Minimum length.	188 feet.	188 feet.
Aggregate length of all tunnels.	942 feet.	942 feet.
Telegraph:		
Miles of line owned by this company.	1.67	1.67
Miles of wire owned by this company.	15.73	15.73
Miles of line operated by this company.	5.23	5.23
Miles of wire operated by this company.	19.29	19.29

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

KENDALL AND ELDRED RAILROAD COMPANY.

Operated by Western New York and Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
C. H. Allen.	Mills Building, N. Y.	G. E. Bartol.	139 S. Front st., Phila.
S. G. DeCoursey.	242 S. Third st., Phila.	W. T. Tiers.	11 S. Front st., Phila.
E. L. Owen.	71 Wall st., N. Y.	E. W. Clark, Jr.	Bullitt Building, Phila.
J. D. Probst.	52 Exchange Place, N. Y.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	C. H. Allen.	New York city.
Vice President.	S. G. DeCoursey.	Philadelphia.
Secretary.	J. R. Trimble.	Philadelphia.
Treasurer.	F. S. Buell.	Buffalo, N. Y.
Auditor.	Wm. L. Doyle.	Buffalo, N. Y.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kendall and Eldred. . .	Eldred. . . .	Tarport. . .	Western New York and Pennsylvania.	18	18

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statements the operations of this road are included.

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: March 25, 1884.

By what authority incorporated: Under the provisions of an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green.	Philadelphia.	March 24, 1891.
N. P. Shortridge.	Wynnewood, Montgomery county, Pa.. .	do.
W. L. Elkins.	Philadelphia.	do.
Henry D. Welsh.	Philadelphia.	do.
Amos R. Little.	Philadelphia.	do.
W. H. Barnes.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: March 25, 1890.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: Pennsylvania Railroad Company, No. 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	Philadelphia.
Secretary.	James R. McClure.	do.
Treasurer.		

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kensington and Tacony Railroad Company.	Junction P. & T. R. R., at Tioga street and at center of Tacony street, Bridesburg.	Tacony, . .	Pennsylvania Railroad Co..	2.28	2.28

Leased to the Pennsylvania Railroad Company, for the term of five years, from and after January 1, 1887, at a rental of thirty dollars per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$146,514 99	Capital stock, ...	$100,000 00
Cash and current assets, ...	89 40	Current liabilities, ...	46,514 99
		Profit and loss, ...	89 40
Total, ...	$146,604 39	Total, ...	$146,604 39

IMPORTANT CHANGES DURING THE YEAR.

No extension of road put in operation.
No leases taken or surrendered.
No consolidations nor reorganizations effected.
No new mortgages nor stock issued.
No important physical changes.
No important financial changes.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden, ...	1	1
Trestles:		
Number, ...	2	2
Aggregate length, ...	1,048 feet.	1,048 feet.

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

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KETTLE CREEK RAILROAD COMPANY.

Date of organization: February 4, 1890.
By what authority incorporated: General law.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hiram A. Merriman	Williamsport, Pa.	January 13, 1891.
Robert H. Munson	Williamsport, Pa.	do. do.
C. LaRue Munson	Williamsport, Pa.	do. do.
George R. Curtis	Meriden, Conn.	do. do.
Charles R. Noyes	Westport, Pa.	do. do.
David Bly	Williamsport, Pa.	do. do.
W. E. C. Merriman	Williamsport, Pa.	do. do.
Jesse Munson	Bradford, N. Y.	do. do.

Date of last meeting of stockholders for election of directors: February 3, 1890.
Postoffice address of general office: 331 Pine street, Williamsport, Pa., rooms 9–10.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Edgar Munson	Williamsport, Pa.
Vice President	Charles R. Noyes	Westport, Pa.
Secretary	W. E. C. Merriman	Williamsport, Pa.
Treasurer	Addison Candor	Williamsport, Pa.
General Solicitor, Attorney or Counsel	Candor & Munson	Williamsport, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,305 38	Capital stock paid in	$2,800 00
Cash and current assets	494 62		
Total	$2,800 00	Total	$2,800 00

IMPORTANT CHANGES DURING THE YEAR.

This road is under construction and no further report than herein contained can be made at this time. More than $2,000 has been expended on engineering and grading.

KEYSTONE COAL COMPANY'S RAILROAD.

Date of organization: December 4, 1879.
By what authority incorporated: Railroad was built under charter of the Keystone Coal and Mining Company, approved October 27, A. D. 1866, to convey coal from mines to Baltimore and Ohio Railroad Company, and carries only company coal. This company was sold out by sheriff, October, 1879, and new company, called Keystone Coal Company, was organized December 4, 1879, under act of assembly of 8th April, 1861, and its several supplements.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Henry A. Stiles,	Philadelphia.	Hy. Thos. Weld,	Mt. Savage, Md.
John H. Small,	York, Pa.	Jas. P. Scott,	Philadelphia.
Jonathan Steward,	Trenton, N. J.	Geo. F. Baer,	Reading, Pa.
Aug. G. Richey,	Trenton, N. J.		

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President and Treasurer,	H. A. Stiles,	209 South Third street, Philadelphia.
Secretary,	Geo. C. Stiles,	209 South Third street, Philadelphia.
General Superintendent,	Edward J. Weld,	Meyersdale, Pa.

PROPERTY OPERATED.

From mines to Keystone Junction, ... 5.5

CHARACTERISTICS OF ROAD.

Number of trestles, ... 1
Aggregate length, ... 75 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Has no debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

KINZUA RAILWAY COMPANY.

Operated by Western New York and Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
C. H. Allen,	Mills Building, N. Y.	J. D. Probst,	52 Exchange Place, N. Y.
S. G. De Coursey,	242 S. 3d street, Phila.	W. T. Tiers,	11 S. Front street, Phila.
E. L. Owen,	71 Wall street, N. Y.	E. W. Clark, Jr.,	Bullitt Building, Phila.
George E. Bartol,	139 S. Front st., Phila.		

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. H. Allen	New York city.
Vice President	S. G. De Coursey	Philadelphia.
Secretary	J. R. Trimble	Philadelphia.
Treasurer	F. S. Buell	Buffalo, N. Y.
Auditor	Wm. L. Doyle	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua	Kinzua Junction.	Kinzua	Western New York and Pennsylvania.	12	12

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16, 1888.

By what authority incorporated: By act of the general assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,'" approved the 8th day of June, A. D. 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Campbell	Kane, Pa.	June 8, 1891.
J. W. Campbell	do.	do.
E. W. Campbell	do.	do.
C. D. Campbell	do.	do.
C. J. Werner	do.	do.
M. Springer	do.	do.
C. A. Buchanan	do.	do.

Date of last meeting of stockholders for election of directors: June 8, 1889.

Postoffice address of general office: Kane, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	G. W. Campbell	Kane, Pa.
Secretary	E. W. Campbell	do.
Treasurer	E. W. Campbell	do.
Auditor	C. A. Buchanan	do.
General Manager	J. W. Campbell	do.
General Superintendent	E. W. Campbell	do.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Kinzua Creek and Kane railroad,	Kane, Pa.,	Negleyville, on W. N. Y. & P. R. R.	12½	12½
Total mileage operated,			....	12½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$51,990 05	Capital stock,	$54,600 00
Cost of equipment,	17,094 75	Funded debt,	6,166 67
Cash and current assets,	103 67	Profit and loss,	8,318 13
Total,	$69,084 80	Total,	$69,084 80

IMPORTANT CHANGES DURING THE YEAR.

Three and one-half miles of road has been built, and five miles, unfinished June 30, 1889, has been completed and put in operation.

We have issued during the year 180 shares of common stock.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.
First mortgage on $5,000.00,	Kane, Pa.,	Negleyville, Pa.,	12½
Second mortgage on $1,667.00,	Kane, Pa.,	Negleyville, Pa.,	12½

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$1,800 00	.....
Station agents,	1	752 90	$2 40
Other station men,	1	546 00	1 75
Enginemen,	4	3,114 71	2 50
Firemen,	4		1 75
Other trainmen,	6	3,021 75	1 60
Machinists,	1	2,504 00	2 00
Carpenters,	3		
Section foremen,	1	2,340 00	1 50
Other trackmen,	4		
Total,	25	$14,079 36	$2 13
Distribution of above:			
General administration,	3	$1,800 00	.....
Maintenance of way and structures,	5	2,340 00	.....
Maintenance equipment,	4	2,504 00	.....
Conducting transportation,	16	7,435 36	.....
Total,	28	$14,079 36	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	28	.....	.....
Total yearly compensation of employes in Pennsylvania,	....	$14,079 36	.....

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number combination	27	27
Trestles:		
Number	2	2
Aggregate length	500 feet.	500 feet.

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1889.

By what authority incorporated: Under the provisions of an act of the general assembly of the Commonwealth of Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Kinzua Valley Railroad Company operates that portion now constructed.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. W. Barse	Buffalo, N. Y.	March 28, 1891.
J. C. French	Olean, N. Y.	do.
S. S. Bullis	Olean, N. Y.	do.
F. E. Brooks	Bradford, Pa.	do.
G. L. Roberts	Bradford, Pa.	do.
D. H. Jack	Bradford, Pa.	do.
J. R. Droney	Bradford, Pa.	do.

Date of last meeting of stockholders for election of directors: March 28, 1890.

Postoffice address of general office: Olean, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. S. Bullis	Olean, N. Y.
Vice President	M. W. Barse	Buffalo, N. Y.
Secretary	F. E. Brooks	Bradford, Pa.
Treasurer	J. C. French	Olean, N. Y.
Chief Engineer	W. B. Parsons	35 Broadway, New York city.
General Solicitor, Attorney or Counsel	Geo. L. Roberts	Bradford, Pa.
Auditor	F. L. Holmes	Olean, N. Y.
General Manager	J. C. French	Olean, N. Y.
General Freight Agent	J. N. Norton	Morrison, Pa.
General Superintendent	J. R. Droney	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Valley railroad.	Riderville, Pa., . . .	Weaver's Mills. . . .	2	2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$8,728 00	Capital stock.	$140,000 00
Cost of equipment.	4,300 00	Profit and loss.	826 75
Cash and current assets.	826 75		
Other assets:		Total.	$140,826 75
Capital stock not paid in.	126,972 00		
Total.	$140,826 75		

CONTRACTS, AGREEMENTS, ETC.

With N. Y., L. E. & W. Railway (New York, Lake Erie and Western Railroad Company). For making trunk line rates from all points on our line now in operation, and allowing us an arbitrary amount of one dollar and fifty cents per car load of freight, taken from our line and transported by them over their railroad lines. And with Buffalo, Rochester and Pittsburgh Railroad Company for delivery to local points on their line at the published tariff rates, and allowing us twenty-five cents net ton where through rate exceeds seventy-five cents per net ton.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen.	1	$800 00	$3 00
Firemen.	1	600 00	2 00
Other trackmen (part year).	1	95 00	1 25
All other employes and laborers (part year).	2	620 00	1 55
Total.	5	$2,215 00	$1 87
Distribution of above:			
Conducting transportation.	. . .	$2,215 00	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	5	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania.		$2,215 00	. . . . .

CHARACTERISTICS OF ROAD.

Gauge of track, standard gauge, ... 4 ft. 8½ in.

In constructing our road we have been delayed, and reached only one lumber plant last year, but are building some more road for next report.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Have no such debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

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Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None, except we deliver goods in car loads to New York, Lake Erie and Western Railroad Company on the Buffalo, Rochester and Pittsburgh Railway Company for such transportation after receipt by them.

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, A. D. 1889.

By what authority incorporated: Articles of association filed September 30, 1889, under the general railroad law. Being under fifteen miles, we come under the act of 13th May, 1876.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.
W. J. Mulford,	Montrose, Pa.	E. P. Pope,	Montrose, Pa.
H. L. Beach,	do.	R. M. Bostwick,	do.
D. Sayre,	do.	J. R. Cooley,	do.
T. J. Davies,	do.	W. W. Williams,	do.
J. Griffis,	do.	W. H. Jessup,	do.
H. P. Read,	do.	W. J. Parke,	do.

Date of last meeting of stockholders for election of directors: First Thursday of January, 1890.

Postoffice address of general office: Montrose, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. D. Lusk,	Montrose, Pa.
Secretary,	H. P. Read,	do.
Treasurer,	Amos Nichols,	do.

GENERAL BALANCE SHEET.

Cash and current assets,	$1,512 54

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

By what authority incorporated? The company is a consolidation of the following roads: The Buffalo and State Line railroad, extending from the city of Buffalo, in the State of New York, westward, to the state line of Pennsylvania, sixty-eight miles.

The Erie and North-East railroad, extending from the state line of Pennsylvania, to the city of Erie, in the State of Pennsylvania, twenty miles.

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These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula railroad, extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio, ninety-five miles.

The Cleveland and Toledo railroad, extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio, one hundred and thirteen miles.

With a branch (or Northern Division) extending from Elyria (twenty-six miles west of Cleveland), to the city of Sandusky, in the State of Ohio, thirty-five miles.

Also, extending from Oak Harbor (twenty-six miles west of Sandusky) to Millbury (near Toledo), fifteen miles.

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana railroad, extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois, two hundred and forty-four miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May, 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State of Illinois.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1891.
Cornelius Vanderbilt,	New York, N. Y.,	May, 1893.
F. W. Vanderbilt,	New York, N. Y.,	May, 1892.
Samuel F. Barger,	New York, N. Y.,	May, 1891.
John E. Burrill,	New York, N. Y.,	May, 1892.
Darius O. Mills,	New York, N. Y.,	May, 1893.
Edwin D. Worcester,	New York, N. Y.,	May, 1892.
Wm. L. Scott,	Erie, Pa.,	May, 1893.
Charles M. Reed,	Erie, Pa.,	May, 1891.
Rasselas Brown,	Warren, Pa.,	May, 1893.
John Newell,	Cleveland, Ohio,	May, 1892.
Jeptha H. Wade,	Cleveland, Ohio,	May, 1891.
John DeKoven,	Chicago, Illinois,	May, 1892.

Date of last meeting of stockholders for election of directors: May 7, 1890.

Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	Wm. K. Vanderbilt,	New York, N. Y.
President,	John Newell,	Cleveland, Ohio.
Vice President,	E. D. Worcester,	New York, N. Y.
Secretary and Treasurer,	Edwin D. Worcester,	Cleveland, Ohio.
Chief Engineer,	G. H. Kimball,	Cleveland, Ohio.
General Solicitor, Attorney or Counsel,	Geo. C. Greene,	Cleveland, Ohio.
Auditor,	Cyrus P. Leland,	Cleveland, Ohio.
General Manager,	John Newell,	Cleveland, Ohio.
General Passenger and Ticket Agent,	A. J. Smith,	Cleveland, Ohio.
General Freight Agent,	John T. R. McKay,	Cleveland, Ohio.
General Superintendent,	Phineas P. Wright,	Cleveland, Ohio.
General Baggage Agent,	John L. Freeman,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania
Lake Shore and Michigan Southern Railway—Main line owned.	Buffalo, N. Y.	Chicago, Illinois.	540.49	44.06
Branch line owned.	Elyria Junction.	Millbury Junction, via Sandusky.	72.95	. .
	Sandusky Pier, from Junction.	Old Depot.	3.72	. .
	Air Line Junction.	Elkhart.	130.83	. . .
	Lenawee Junction.	Jackson.	41.98	. . .
	Lenawee Junction.	Monroe.	29.37	. . .
	Ashtabula.	Ashtabula Harbor.	2.33	. . .
	Ashtabula.	Jamestown.	35.98	. . .
	Junc. with Dunkirk, Allegheny Valley and Pittsburgh railroad at Dunkirk.	. . . . .	1.60	. . .
			318.66	5.26
Line operated under lease, contract or otherwise:				
Detroit, Monroe and Toledo railroad.	Air Line Junction.	Detroit.	62.36	. . .
Kalamazoo and White Pigeon railroad.	White Pigeon.	Kalamazoo.	36.57	. .
Northern Central Michigan railroad.	Jonesville.	North Lansing.	61.14	. . . .
Detroit and Chicago railroad.	Detroit River Junc.	Fayette.	67.60	. . . . .
			227.67	. . . . .
Roads operated under lease:				
Kalamazoo, Allegan and Grand Rapids railroad.	Kalamazoo.	Grand Rapids.	58.42	. . .
Jamestown and Franklin railroad.	Jamestown.	Oil City.	70.91	. . .
Mahoning Coal railroad.	Andover.	Youngstown.	58.31	. . . .
	Branch.	No. 9 Coal Bank.	2.85	. . .
	Branch.	Keel Ridge Coal Bank.	.73	. . .
	Branch.	Garfield Coal Bank.	.17	. . . .
	Sharon branch.	. . . . .	8.31	. . . . .
Detroit, Hillsdale and Southwestern railroad.	. . . . .	. . . . .	65.20	. . .
Fort Wayne and Jackson railroad.	. . . . .	. . . . .	97.83	. . . . .
			322.73	53.24
Total.	. . . . .	. . . . .	1,409.55	102.56
Sturgis, Goshen and St. Louis railway.*	Goshen.	Findley.	35.81	. . . .

BONDS OWNED.

NAME.	Par value.	Cost amount.	Rate.	Income or interest received
Jamestown and Franklin railroad—				
First mortgage.	$251,000	$218,300 00	. . . . .	$11,550 00
Second mortgage.	482,000	449,100 00	. . . . .	33,740 00
Total.	. . . . .	$667,400 00	. . . . .	$45,290 00

*The Lake Shore and Michigan Southern Railway Company assumes control of the above property from May 26, 1890, as a leased line; the earnings of the Sturgis, Goshen and St. Louis railway from that period to June 30, 1890, were so small, and there having been some delay in the transfer of accounts, such earnings will appear in reports of Lake Shore and Michigan Southern Railway Company, from July 1, 1890.

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STOCKS OWNED.

NAME.	Par value.	Cost value.	Rate.	Income or dividend received.
New York, Chicago and St. Louis railroad—				
First preferred,	$2,503,000	$8,447,746 94		
Second preferred,	6,275,000			
Common,	6,240,000			
Pittsburgh and Lake Erie railroad, 30,765 shares,		2,213,826 27	6 per ct.	$92,295 00
Cleveland, Lorain and Wheeling railroad—				
Preferred,	774,400	752,800 00		
Common,	169,100			
Mahoning Coal railroad—				
Preferred,	399,500	568,585 00	2½ per ct.	13,428 75
Common,	865,300		5 per ct.	40,495 00
Merchants' Despatch Transportation Company,	575,700	575,700 00	10 per ct.	57,570 00
Cincinnati, Wabash and Michigan railway,	470,100	437,000 00		
Detroit, Monroe and Toledo railroad,	414,000	414,110 00		
Jamestown and Franklin railroad,	400,000	320,000 00		
Lake Shore and Michigan Southern railway,	268,100	268,100 00	5 per ct.	13,405 00
Swan Creek railway,	40,000	40,000 00		
Pittsburgh and Wheeling Coal Company,		22,681 75		
Capital advanced co-operative lines,		22,546 19		
Pacific Hotel Company,		303,803 37		
Clifton Heights Land Company,		7,638 89		
Chicago Industrial Exposition,		1,016 00		
Columbian Exposition,		10,000 00		
Sturgis, Goshen and St. Louis railroad,		17,895 35		
Total,		$14,423,449 76		$217,193 75

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,	$66,700,000 00		Capital stock,	$50,000,000 00
Cost of equipment,	17,300,000 00	$84,000,000 00	Funded debt,	46,266,000 00
			Current liabilities,	2,530,417 19
Bonds of other companies owned,	$667,400 00		Accrued interest on funded debt not yet payable,	259,536 66
Stocks of other companies owned,	14,423,449 76		Profit and loss,	11,422,251 28
Other permanent investments,	5,872,308 93		Total,	$110,478,205 13
		20,963,158 69		
Cash and current assets,		5,515,046 44		
Total,		$110,478,205 13		

IMPORTANT CHANGES DURING THE YEAR.

The Lake Shore and Michigan Southern Railway Company assumes control of the Sturgis, Goshen and St. Louis railway (extending from Goshen, Indiana, to Findley, Michigan, 35.81 miles), from May 26, 1890, under lease.

CONTRACTS, AGREEMENTS, ETC.

American Express Company between Buffalo and Cleveland, pays from fifteen to fifty cents per one hundred pounds on freight.

United States Express Company between Buffalo and Chicago, pays from twenty to eighty-five cents per one hundred pounds on freight.

These companies do a general express business, and deliver freight to us at our depot.

United States Government for transportation of mails:

Route 21,095, Buffalo to Chicago, including postal cars,	$910,960 53
Route 21,045, Toledo to Elkhart, including postal cars,	97,298 39
Route 21,007, Elyria to Millbury, including postal cars,	24,273 23
Other routes on branches and leased lines,	56,575 67
	$1,089,107 82

Sleeping and parlor cars owned by Wagner Palace Car Company: They charge two dollars for double berth, and four dollars for section, and from twenty-five cents

to one dollar and fifty cents for seats in drawing room cars. The Lake Shore and Michigan Southern Railway Company own three dining cars and operate them.

Red, White and Midland lines, coöperative railroads, own the cars and pro-rate expenses.

Merchants' Despatch and Empire Line, stock companies, own their cars and receive current rate of mileage and commission on all freight secured by them.

Have a long contract with Western Union Telegraph Company; railroad company derives no revenue from commercial business.

Erie and Pittsburgh railroad runs its traffic (both freight and passenger) over Lake Shore and Michigan Southern railway, between Erie, Pa., and Girard, Pa., and is allowed fifty-five per cent. of earnings therefor.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation
General officers	18	$113,650 00	. . . . .
General office clerks	272	215,552 00	$2 53
Station agents	253	178,175 25	2 25
Other station men	2,646	1,449,346 50	1 75
Enginemen	637	672,824 88	3 26
Firemen	661	379,070 28	1 77
Conductors	364	357,710 68	3 05
Other trainmen	808	458,136 00	1 75
Machinists	485	311,200 20	2 05
Carpenters	737	419,889 42	1 82
Other shopmen	1,042	587,062 80	1 80
Section foremen	292	199,082 60	1 85
Other trackmen	3,284	1,233,470 40	1 20
Switchmen, flagmen and watchmen	1,363	746,584 25	1 75
Telegraph operators and dispatchers	451	263,023 20	1 80
All other employes and laborers	354	212,315 34	1 95
Total	13,667	$7,767,022 80	. . . . .
Distribution of above:			
General administration	290	$329,182 00	. . . . .
Maintenance of way and structures	3,930	1,614,868 34	. . . . .
Maintenance of equipment	2,264	1,318,102 42	. . . . .
Conducting transportation	7,183	4,504,870 04	. . . . .
Total	13,667	$7,767,022 80	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	888	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania	. . . .	$518,856 48	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	11	. . . . .
Number iron	104	12
Number wooden	57	11
Trestles:		
Number (60 feet and upward)	155	8
Aggregate length	22,824 feet.	1,070 feet.
Tunnels:		
Number	2	1
Maximum length	1,200 feet.	1,200 feet.
Minimum length	142	. . . . .
Aggregate length of all tunnels	1,342	1,200
Telegraph:		
Miles of line owned by this company	1,833	150
Miles of wire owned by this company	3,183	220
Miles of line operated by this company	1,833	150
Miles of wire operated by this company	3,183	220
Miles of line operated by Western Union Telegraph Company	1,833	150
Miles of wire operated by Western Union Telegraph Company	9,229	808

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? First mortgage of $25,000,000.00 provides for the payment and retirement of one per cent. ($250,000.00), per annum, and $4,750,000.00 has been thus retired. No other provision.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station, Buffalo, New York Central and Hudson River railroad; passenger station, Dunkirk, New York, Lake Erie and Western railroad; Lake House, Sandusky, Cincinnati and Cleveland railroad; passenger station, Grand Rapids, Grand Rapids and Indiana railroad; passenger station, Oil City, Western New York and Pennsylvania railroad.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White and Midland Lines; coöperative; Merchants Despatch Transportation Company and Empire Line, stock companies.

LANCASTER AND READING NARROW GAUGE RAILROAD COMPANY.

Date of organization: September 25, 1871.

By what authority incorporated: Act approved May 10, 1871 (Pamphlet Laws, 1872, appendix p. 1287); supplement approved March 28, 1872 (P. L. 1872, p. 652); further supplement approved April 3, 1873 (P. L. 1873, p. 494).

Operated by Reading and Columbia Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. Peacock	Lancaster, Pa.	January 5, 1891.
John R. Bitner	Lancaster, Pa.	do.
John Keller	Lancaster, Pa.	do.
B. F. Breneman	Lancaster, Pa.	do.
George M. Franklin	Lancaster, Pa.	do.
W. U. Hensel	Lancaster, Pa.	do.
Wm. Leaman	Lancaster, Pa.	do.
Geo. W. Hensel	Quarryville, Pa.	do.
Daniel D. Hess	Quarryville, Pa.	do.
Robert Montgomery	Quarryville, Pa.	do.
Chas. H. Geiger	Quarryville, Pa.	do.
Daniel Bair	New Providence, Pa.	do.
Daniel Herr	Refton, Pa.	do.

Date of last meeting of stockholders for election of directors: January 6, 1890.

Postoffice address of general office: Lancaster, Pa.

Postoffice address of operating company: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	A. H. Peacock	Lancaster, Pa.
Secretary, Treasurer	William Leaman	Lancaster, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lancaster and Reading Narrow Gauge railroad. Quarryville branch.	Lancaster,	Quarryville,	Reading and Columbia Railroad Company.	15½	15½

On the 13th day of March, 1874, this company entered into a contract with Wm. H. Bines, representing the Philadelphia and Reading Railroad Company, to complete the Quarryville section as a railroad of the gauge of four feet eight and a half inches, and on the same day executed a lease of the said Quarryville section to the Reading and Columbia Railroad Company, for a term of nine hundred and ninety-nine years, to take effect from and after the completion of the work of construction, under the contract aforesaid. The work of construction was completed under the contract aforesaid, on the 12th day of May, 1875, and the lease to the Reading and Columbia Railroad Company went into operation on that date.

The Reading and Columbia Railroad Company pays the interest on the bonds or obligations of the Quarryville sections amounting to $350,000, secured by mortgage, and all taxes and assessments in addition to said interest, and is also to make provision for the payment, renewal, or extension of the debts represented by the outstanding obligations.

The Reading and Columbia Railroad Company has entire control of the transportation, operation and maintenance of the leased road, and retains seventy per cent. of the gross receipts accruing from all the trade, travel, mail-service, business and commerce of every kind for said purposes. The Reading and Columbia Railroad Company, after paying the interest and taxes on the obligations amounting to $350,000, out of the remaining thirty per cent. of the said gross receipts, is to account to the Lancaster and Reading Narrow Gauge Railroad Company for the surplus. Monthly reports of the earnings and expenditures of the road are to be made to the Lancaster and Reading Narrow Gauge Railroad Company, and settlements are to be made every six months. No surplus has been accounted for under the said terms of the said lease.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, due January 1, 1893; bear interest at 7 per cent., payable semi-annually, $350,000.	Lancaster, ...	Quarryville, . . .	15½	$22,580 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

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LEBANON AND READING RAILROAD COMPANY.

Date of organization: Articles of association filed March 21, 1890, and letters patent issued same date.

By what authority incorporated: Act approved April 4, 1868, and supplements.

This company's railroad is not yet constructed.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay.	Philadelphia.	January 12, 1891.
W. H. Barnes.	Philadelphia.	do.
John P. Green.	Philadelphia.	do.
William A. Patton.	Radnor, Delaware county, Pa.	do.
N. P. Shortridge.	Wynnewood, Montgomery county, Pa.	do.
Henry D. Welsh.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: March 17, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	233 South Fourth street, Philadelphia.
Secretary and Treasurer.	Albert Hewson.	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lebanon and Reading railroad (contemplated).	Lebanon, Pa.	Reading, Pa.	30	30

GENERAL BALANCE SHEET.

DR.		CR.	
Cash.	$28,355 41	Capital stock.	$30,000 00
Engineering expenses.	1,553 29	Total.	$30,000 00
Other assets:			
Sundries.	91 30		
Total.	$30,000 00		

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LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Financial Report.)

Date of organization: May 1, 1861.

By what authority incorporated: Under special act of May 1, 1861, and supplements thereto of March 10, 1862, April 8, 1862, and April 18, 1865.

Operated by the Central Railroad Company of New Jersey.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark	Philadelphia	January 12, 1891.
Edward Lewis	Philadelphia	do.
Thos. McKean	Philadelphia	do.
S. Shepherd	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Central Railroad Company of New Jersey, 119 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. S. Harris	Philadelphia.
Treasurer	S. Shepherd	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Lackawanna.	Bethlehem	Wind Gap	Central Railroad Company of New Jersey.	25.10	25.10

The Lehigh and Lackawanna railroad is operated by the Central Railroad Company of New Jersey, under an operating agreement dated January 2, 1888, for the term of five years, and thereafter from year to year, with the right of the Lehigh and Lackawanna Railroad Company, at any time after five years, on twelve months, notice, to resume the operation of its road. The Central Railroad Company of New Jersey, maintain and operate the road and pay over to the Lehigh and Lackawanna Railroad Company monthly, any surplus of receipts over expenses, after deducting five per cent. on the gross receipts to cover superintendence and general expenses, not to exceed $2,500 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$972,021 94	Capital stock	$370,500 00
		Funded debt	600,000 00
Total	$972,021 94	Current liabilities	1,521 94
		Total	$972,021 94

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LEHIGH AND LACKAWANNA RAILROAD COMPANY.

(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lehigh and Lackawanna Railroad Company. . .	Bethlehem. . . .	Wind Gap. . . .	25.10	. . . . .
Wind Gap and Delaware Railroad Company. . .	Bangor.	Saylorsburg. . .	10.84	. . . . .
Total mileage operated.	. . . . .	. . . . .	35.94	35.94

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents.	10	$3,420 00	$1 09.6
Section foremen.	7	3,600 00	1 65
Other trackmen.	30	12,232 00	1 20
Telegraph operators and dispatchers.	1	480 00	1 54
All other employes and laborers (mail carrier).	1	120 00	38.5
Total.	49	$19,852 00	$1 29.9
Distribution of above:			
Maintenance of way and structures.	37	$15,832 00	$1 37
Conducting transportation.	12	4,020 00	1 07
Total.	49	$19,852 00	$1 29.9
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	49	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania.	. . .	$19,852 00	. . . . .

NOTE.—Estimated on basis of employes in service in month of June, 1890.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(Financial Report.)

Operated by the Central Railroad Company of New Jersey, to whom reference is made for all details of operation.

The Lehigh and Susquehanna railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water. The railroad is leased by its owner to the Central Railroad Com-

pany of New Jersey, who operate it and pay as rental therefor one-third of the gross receipts. The ownership of the railroad is not represented by any railroad corporation, maintaining an independent legal existence or separate financial accounts, or which has issued as such capital stock, or incurred any bonded indebtedness.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Central Railroad Company of New Jersey, 119 Liberty street, New York.

The Lehigh and Susquehanna railroad has no official organization, as stated above.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Susquehanna.	Phillipsburg. .	Union Junction, . .	Central Railroad Company of New Jersey.	105.33	105.33

The Lehigh and Susquehanna railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay, as rental, one-third of the gross receipts

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

(Operating Report.)

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main lines:				
Lehigh and Susquehanna Railroad Company.	Phillipsburg, ...	Union Junction, . . .	105.33	. . . . .
Nesquehoning Valley Railroad Company.	Nesquehoning Junction.	Tamanend, ...	16.66	. . . . .
Treskow Railroad Company, . .	Silver Brooks, ...	Audenreid, ...	7.56	. . . . .
Wilkes-Barre and Scranton Railroad Company.	Minooka Junction, . .	Scranton.	3.87	. . . . .
Branch lines, ...	Bethlehem, ...	South Bethlehem . .	.26	. . . . .
	Main line junction, .	Quarries, ...	.50	. . . . .
	Stemton, ...	Hokendauqua, ...	.82	. . . . .
	Main line.	Allen Cement Works.	.94	. . . . .
	Drifton Junction. . .	Drifton.	10.54	. . . . .
	Upper Lehigh Junc..	Upper Lehigh, ...	10.10	. . . . .
	Pond Creek Junction.	Sandy Run.	2.58	. . . . .
	Pond Creek Junction.	Zohner.	.45	. . . . .
	Ashley.	Collieries.	17.12	. . . . .
	Lee Mine Station. . .	Nanticoke.	1.95	. . . . .
	Miners' Mills.	Empire Breaker. . . .	3.95	. . . . .
	Union Junction. . . .	Everhart.	3.07	. . . . .
	Solomon's Gap. . . .	Ashley.	3.12	. . . . .
	Hanto.	Greenwood Junction or Tamaqua.	6.90	. . . . .
Lines of other companies over which trains have been run under trackage right:				
Union Coal Company Railroad. .	Union Junction. . . .	Minooka Junction. . .	9.66	. . . . .
Total mileage operated. . .	. . . . .	. . . . .	205.38	205.38

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (division officers)	3	$9,600 00	
General office clerks (division office clerks)	19	12,844 11	$2 18.2
Station agents	51	31,572 77	1 99.6
Other station men	71	34,009 81	1 32.4
Enginemen	162	175,009 51	3 43.4
Firemen	178	125,556 68	2 24
Conductors	122	99,478 52	2 61.7
Other trainmen	572	328,235 80	1 83.9
Machinists	75	51,556 40	2 19.7
Carpenters	243	135,488 28	1 76
Other shopmen	268	125,546 64	1 52.7
Section foremen	60	34,598 12	1 85.6
Other trackmen	597	229,205 51	1 22.9
Switchmen, flagmen and watchmen	91	36,546 83	1 27.2
Telegraph operators and dispatchers	98	51,883 98	1 70.3
All other employes and laborers	469	233,021 41	1 59.2
Total	3,074	$1,707,949 37	$1 78
Distribution of above:			
General administration	22	$22,444 11	$3 27
Maintenance of way and structures	657	263,803 63	1 29
Maintenance of equipment	581	310,591 32	1 71
Conducting transportation	1,814	1,111,110 31	1 96
Total	3,074	$1,707,949 37	$1 78
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	3,074		
Total yearly compensation of employes in Pennsylvania		$1,707,949 37	

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent dated September 20, 1847. Incorporated by act of April, 1846, under name of Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company, name changed by act of January 7, 1853.

By what authority incorporated: Under laws of State of Pennsylvania, as follows: April 21, 1846, March 20, 1849, April 9, 1849, April 10, 1852, January 7, 1853, May 8, 1854, April 18, 1855, March 8, 1856, April 16, 1857, May 18, 1857, May 21, 1864, March 21, 1865, April 3, 1866, and April 2, 1872.

If a consolidated company, name the constituent companies: Beaver Meadow Railroad Company, merged July 8, 1864. Laws, April 7, 1830, April 4, 1831, January 29, 1833, April 15, 1835, December 22, 1836, April 14, 1838, March 8, 1839, March 25, 1844, February 18, 1848, March 20, 1849, March 4, 1850, April 3, 1851, March 15, 1853, March 29, 1854, April 15, 1857. Penn Haven and White Haven Railroad Company, merged August 5, 1864. Laws, May 4, 1857, April 11, 1859, April 2, 1860, February 16, 1863, and April 3, 1866. Lehigh and Mahanoy Railroad Company, merged June 20, 1866. Laws, April 3, 1864. Hazleton Railroad Company, formerly Hazleton Coal Company, merged May 25, 1868. Laws, March 18, 1836, March 8, 1839, July 27, 1842, July 30, 1842, April 4, 1843, April 5, 1849, March 18, 1851, January 29, 1853, January 12, 1856, April 4, 1856, February 14, 1857, March 8, 1862, March 19, 1863, March 9, 1865, March 21, 1865, and March 29, 1867. Lehigh and Luzerne Railroad Company (formerly Jeddo and Carbon Railroad and Lehigh and Luzerne Railroad), merged June 16, 1868. Laws, March 23, 1854, March 16, 1855, February 12, 1857, April 8, 1857, and April 16, 1858.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne	Philadelphia	January 20, 1891.
Wm. L. Conyngham	Wilkes-Barre Pa.	do.
Ario Pardee	Hazleton, Pa.	do.
Wm. A. Ingham	Philadelphia	do.
Robert H. Sayre	South Bethlehem, Pa.	do.
James I. Blakslee	Mauch Chunk, Pa.	do.
John R. Fell	Philadelphia	do.
Robert A. Lamberton	South Bethlehem, Pa.	do.
John B. Garrett	Philadelphia	do.
Charles O. Skeer	Mauch Chunk, Pa.	do.
Wm. Brockie (deceased)		do.
Calvin Pardee	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 21, 1890.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Elisha P. Wilbur	South Bethlehem, Pa.
Vice President	Charles Hartshorne	Philadelphia.
Second Vice President	Robert H. Sayre	South Bethlehem, Pa.
Third Vice President	John B. Garrett	Philadelphia.
Secretary	John R. Fanshawe	Philadelphia.
Treasurer	Wm. C. Alderson	Philadelphia.
Assistant to Second Vice President	Rollin H. Wilbur	South Bethlehem, Pa.
Chief Engineer	A. W. Stedman	Mauch Chunk, Pa.
General Solicitor	H. S. Drinker	Philadelphia.
General Traffic Manager	John Taylor	South Bethlehem, Pa.
General Eastern Superintendent	H. Stanley Goodwin	South Bethlehem, Pa.
General Northern Superintendent	Wm. Stevenson	Sayre, Pa.
Comptroller	Isaac McQuilkin	Philadelphia.
General Passenger Agent	E. B. Byington	South Bethlehem, Pa.
General Ticket Agent	A. W. Nonnemacher	South Bethlehem, Pa.
General Freight Agent	John H. Heckman	South Bethlehem, Pa.
Superintendent Coal Branches	James I. Blakslee	Mauch Chunk, Pa.
Division Superintendent	James Donnelly	Perth Amboy, N. J.
Division Superintendent	Alex. Mitchell	Wilkes-Barre, Pa.
Division Superintendent	Alonzo P. Blakslee	Delano, Pa.
Division Superintendent	A. G. Broadhead	Mauch Chunk, Pa.
Superintendent of Telegraph	J. W. Lattig	South Bethlehem, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line	Easton	Wilkes-Barre	101	101
Bear Creek Branch	Bear Creek Junction	Meadow Run	12	12
Mountain Cut-off	Fairview	L. & B. Junction	19.6	19.6
Hazleton Division	Hazle Creek Bridge	Cranberry Junction	8.5	8.5
Mahanoy Division	Black Creek Junction	Mt. Carmel	41	41
New Boston Branch	New Boston Junction	Tomhicken	25.6	25.6
Beaver Meadow Division	Penn Haven Junction	Audenried	15.4	15.4
Highland Branch	Lumber Yard	Sandy Run Junction	8	8
Jeddo and Ebervale Branch	Pink Ash Junction	Cranberry	7.8	7.8
Sundry small branches	Various	Various	52	52
Roselle and South Plainfield	S. Plainfield, N. J.	Roselle, N. J.	10.2	.....
Branch	Picton	Essex Mill	1	.....
Easton and Amboy	Perth Amboy	Phillipsburg	60	.....
Branches	Various	Various	6.2	.....
Pennsylvania and New York	Wilkes-Barre	N. Y. State Line	104.4	104.4
Branches	Various	Various	14.5	14.1
Wilkes-Barre and Harvey's Lake	Luzerne	Harvey's Lake	12.7	12.7
Loyalsock	Bernice	End of track	15	15
State Line and Sullivan	Monroeton	Bernice	23.5	23.5

PROPERTY OPERATED—CONTINUED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Trackage.				
New York, Lake Erie and Western,	Waverly,	Suspension Bridge,	188	
Pennsylvania Schuylkill Valley,	Pottsville,	New Boston Junction,	10.8	10.8
Barclay Railroad,	Barclay Junction,	Monroeton,	3.7	3.7
Central Railroad, New Jersey,	Jersey City,	Roselle,	13.3	
	Sandy Run Junction,	Crellin Junction,	5.9	5.9
Northern Central,	Mt. Carmel,	Shamokin,	8.3	8.3
Philadelphia and Reading,	Frackville Junction,	Wetherill Junction,	3	3
Pennsylvania,	Jersey City,	Metuchen,	24.2	
Pennsylvania Schuylkill Valley,	Shenandoah Junction,	Frackville Junction,	4.5	4.5
Total mileage operated,			800.1	496.8

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

State Line and Sullivan Railroad, annual rental of $40,000; Pennsylvania and New York railroad. We agree to pay for maintenance of way, etc., expenses connected with corporate organization, interest on bonds and on floating debt and all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$16,580,286 63	Capital stock,	$40,441,310 00
Cost of equipment,	19,300,675 76	Funded debt,	24,709,000 00
Bonds of other companies owned,	3,239,118 29	Current liabilities,	5,773,233 02
Stocks of other companies owned,	13,543,038 42	Accrued interest on funded debt not yet payable,	233,380 00
Other permanent investments,	20,215,212 71	Profit and loss,	4,482,040 11
Lands owned,	2,760,656 32		
Total,	$75,638,983 13	Total,	$75,638,983 13

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	WHAT ROAD MORTGAGED. Miles.	Amount of mortgage per mile of line.
First and second mortgages,	Easton,	Wilks-Barre and Branches,	101	
Consolidated mortgage,	Various,	Various,	189.9	
All equipment mortgaged.				

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	44	$200,383 05	. . . . .
General office clerks	315	256,717 86	$2 62
Station agents	201	129,394 53	1 90
Other station men	493	225,108 28	1 45
Enginemen	455	485,227 04	3 40
Firemen	460	338,513 49	2 30
Conductors	315	264,108 62	2 50
Other trainmen	1,735	906,553 75	1 80
Machinists	682	382,585 72	2 00
Carpenters	594	301,860 11	1 85
Other shopmen	2,069	923,126 79	1 50
Section foremen	218	139,979 27	2 00
Other trackmen	2,897	912,765 94	1 18
Switchmen, flagmen and watchmen	296	134,234 41	1 45
Telegraph operators and dispatchers	300	163,020 53	1 68
All other employes and laborers	1,193	1,021,474 18	1 60
Total	13,267	$6,785,053 57	. . . . .
Distribution of above:			
General administration	359	$457,100 91	. . . . .
Maintenance of way and structures	4,263	1,629,383 64	. . . . .
Maintenance of equipment	3,836	1,814,314 46	. . . . .
Conducting transportation	4,809	2,884,254 56	. . . . .
Total	13,267	$6,785,053 57	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	10,038	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania	. . . .	$5,151,346 50	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	. . . . .	352
Number iron	. . . . .	135
Number wooden	. . . . .	76
Trestles:		
Number	. . . . .	36
Aggregate length	. . . . .	2,879
Tunnels:		
Number	. . . . .	3
Maximum length	. . . . .	4,629
Minimum length	. . . . .	980
Aggregate length of all tunnels	. . . . .	7,005
Telegraph:		
Miles of line owned by this company	406.9	330.4
Miles of wire owned by this company	1,626.1	1,383.1
Miles of line operated by this company	406.9	330.4
Miles of wire operated by this company	1,626.1	2,383.1

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Middle States, Freight Traffic Association and New York State Passenger Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Lehigh and Wabash Despatch, Erie Despatch, Commercial Express, West Shore Line and Hoosac Tunnel Line.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

By what authority incorporated: Under the provisions of an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," appproved April 8, 1861, and the acts supplementary thereto, by filing with the Secretary of the Commonwealth, on the 8th day of January, A. D. 1880, a certificate of the purchase of the Lewisburg, Centre and Spruce Creek railroad, and its reorganization, under the name of the Lewisburg and Tyrone Railroad Company.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 4, 1891.
Wistar Morris,	Philadelphia,	do.
James P. Coburn,	Aaronsburg, Centre county, Pa.,	do.
S. C. Stewart,	Tyrone, Blair county, Pa.,	do.
John P. Green,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: The Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary, Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lewisburg and Tyrone railroad.	Tyrone,	Fairbrook,	Pennsylvania Railroad Company.	19.90	19.90
Lewisburg and Tyrone railroad.	Montandon,	Lemont Junction.	Pennsylvania Railroad Company.	57.60	57.60
Lewisburg and Tyrone railroad.	Fairbrook,	Scotia,	Pennsylvania Railroad Company.	5.26	5.26
Lewisburg and Tyrone railroad.	Juniata Junction,	Juniata,	Pennsylvania Railroad Company.	2.08	2.08
Total mileage,				84.84	84.84

The Lewisburg and Tyrone railroad is leased to the Pennsylvania Railroad Company for the term of ninety-nine years, from and after the first day of January, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,566,287 94	Capital stock,	$1,200,000 00
Cash and current assets,	4,694 70	Debt—certificates of indebtedness,	200,000 00
		Current liabilities,	99,022 49
Total,	$1,570,982 64	Profit and loss,	71,960 15
		Total,	$1,570,982 64

IMPORTANT CHANGES DURING THE YEAR.

No extension of road put in operation.
No leases taken nor surrendered.
No consolidation nor reorganizations effected.
No new mortgages nor stock issued.
No important physical changes.
No important financial changes.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	1
Number wooden,	41	41
Trestles:		
Number,	11	11
Aggregate length,	1,281.5	1,281.5
Tunnels:		
Number,	2	2
Maximum length,	266 feet.	266 feet.
Minimum length,	222 feet.	222 feet.
Telegraph:		
Miles of line owned by this company,	81.65	81.65
Miles of wire operated by this company,	85.65	85.65
Miles of line operated by Pennsylvania Railroad Company, lessee,	81.65	81.65
Miles of wire operated by Pennsylvania Railroad Company, lessee,	85.65	85.65

Gauge of track, ... 4 ft. 9 in.

LIGONIER VALLEY RAILROAD COMPANY.

By what authority incorporated: Under the general railroad act of February, 1849. Chartered April 15, 1853. Supplements April 4, 1866, April 17, 1869, March 15, 1871, and supplements May 2, 1871, and name changed from Latrobe and Ligonier railroad to present name.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hon. Thomas Mellon,	Pittsburgh,	Second Monday in January, 1891.
Andrew W. Mellon,	Pittsburgh,	do. do.
R. B. Mellon,	Pittsburgh,	do. do.
W. S. Mitchell,	Pittsburgh,	do. do.
T. A. Mellon,	Pittsburgh,	do. do.
Geo. Senft,	Ligonier, Pa.,	do. do.
J. R. Mellon,	Pittsburgh,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Hon. Thos. Mellon,	Pittsburgh.
Secretary,	A. W. Mellon,	Pittsburgh.
Treasurer,	R. B. Mellon,	Pittsburgh.
Chief Engineer,	T. A. Mellon,	Pittsburgh.
General Solicitor, Attorney or Counsel,	Hon. E. E. Robins,	Greensburg.
Auditor and General Passenger Agent,	J. R. Mellon,	Pittsburgh.
General Manager,	T. A. Mellon,	Pittsburgh.
General Freight Agent,		
General Superintendent,		
Division Superintendent,	Geo. Senft,	Ligonier.
Superintendent of Telegraph,		
Superintendent of Express,		
General Baggage agent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Ligonier Valley railroad,	Latrobe,	Ligonier,	10.50	10.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$254,608 93	Capital stock,	$160,000 00
Cost of equipment,		Funded debt,	75,000 00
Cash and current assets,	5,052 59	Profit and loss,	24,661 52
Total,	$259,661 52	Total,	$259,661 52

IMPORTANT CHANGES DURING THE YEAR.

No changes to note except sale of 200 shares of stock.

CONTRACTS, AGREEMENTS, ETC.

No contracts with either individuals or companies except with Postoffice Department for carrying of mails. Two mails per day, each way, at annual compensation of $460.84, payable quarterly, $115.21.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles	
First mortgage bonds secured by all the property, rights and franchises of the Ligonier Valley Railroad Company.	Latrobe,	Ligonier,	10.50	$75,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	5		
Station agents,	1	$960 00	
Other station men, $30 00 and $25.00 per month,	2	660 00	
Enginemen, $80.00 and $65.00 per month,	3		
Firemen,	3		$1 80
Conductors,	3		
Other trainmen,	4		1 70
Section foremen, house and coal free,	1	540 00	
Other trackmen,	15		1 40
Switchmen, flagmen and watchmen, house and coal free,	1	420	
Total,	35		
Distribution of above:			
General administration,	5	$8,069 96	
Maintenance of way and structures,	16	2,730 85	
Maintenance of equipment (can't say how many men),		1,325 11	
Conducting transportation,	14	5,490 17	
Total,	35	$17,616 09	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	All.		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden 4; total length about,	160 feet.	All.
Telegraph:		
Miles of line owned by this company,	10.50	All.
Miles of wire owned by this company,	21.00	All.
Miles of line operated by this company,	21.00	All.
Miles of wire operated by this company,		

Gauge of track, ... 4 ft. 9 in.

White oak ties, stone ballast.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
By what authority incorporated: Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jacob Henrici	Pittsburgh	May 31, 1891.
Ernest Noelfel	Economy, Pa.	do.
Henry Hice	Beaver, Pa.	do.
E. H. Stowe	Sewickley, Pa.	do.
John R. Neeld	Banksville, Pa.	do.
George S. Carnahan	Banksville, Pa.	do.

Date of last meeting of stockholders for election of directors: May 31, 1890.

Postoffice address of general office: Little Saw Mill Run Railroad Company, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Jehu Haworth	Pittsburgh.
Secretary	C. S. Fetterman	do.
Treasurer	Jacob Henrici	do.
General Solicitor, Attorney or Counsel	C. S. Fetterman	do.
General Manager	R. W. Jones	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Little Saw Mill Run Railroad Company	Pittsburgh	Banksville, Pa.	3	3

STOCKS OWNED.

Pittsburgh, Chartiers, Youghiogheny Railroad Company, total par value, $500,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$191,642 61	Capital stock	$144,375 00
Cost of equipment	159,637 14	Funded debt	178,500 00
Stocks of other companies owned	50,000 00	Accrued interest on funded debt not yet payable	5,355 00
Cash and current assets	15,328 13	Profit and loss	88,377 88
Total	$416,607 88	Total	$416,607 88

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First,	Pittsburgh,	Banksville,	3	$59,500 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officer and secretary,	2	$1,822 40	
General office clerk,	1	800 00	$2 50
Enginemen,	2	1,764 77	3 00
Firemen,	2	1,195 24	2 30
Conductors,	1	855 86	2 40
Other trainmen,	3	1,351 62	2 16
Machinists,	1	810 77	2 70
Carpenters,	4	3,031 66	2 20
Other shopmen,	4	1,921 84	1 85
Other trackmen,	5	1,947 12	1 25
Watchman,	1	520 75	1 40
All other employes and laborers,	6	2,996 97	1 50
Total,	32	$19,019 00	
Distribution of above:			
General administration,		$2,622 40	
Maintenance of way and structures,		3,557 45	
Maintenance of equipment,		4,153 94	
Conducting transportation,		8,685 21	
Total,		$19,019 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	32		
Total yearly compensation of employes in Pennsylvania,		$19,019 00	

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number wooden,	4	4
Trestles:		
Number,	3	3
Aggregate length,	1,860	1,860

Gauge of track, ... 4 ft. 8½ in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freght lines, of which this road is a member, or which operate over the line of this road: None.

LITTLE SCHUYLKILL NAVIGATION, RAILROAD AND COAL COMPANY.

Date of organization: October 15, 1829.

By what authority incorporated: Act of assembly, State of Pennsylvania, February 20, 1826, "to make a lock navigation on the east branch of the river Schuylkill, called Little Scuylkill, with supplements, April 10, 1826, to purchase lands; March 20, 1827, additional lands; April 14, 1828, to make a railroad; April 23, 1829, change title, Little Schuylkill Navigation, Railroad and Coal Company; September 14, 1829, letters patent granted.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF MANAGERS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George W. Steever,	Philadelphia,	The annual meeting of the stockholders to be held in January, 1891.
Henry Handy,	Philadelphia,	
Thomas McKean,	Philadelphia,	
George R. Justice,	Philadelphia,	
John R. Fell,	Philadelphia,	
Chas. Edward Ingersoll,	Philadelphia,	

Date of last meeting of stockholders for election of managers: January 8, 1890.

Postoffice address of general office: 410 Walnut street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Carroll S. Tyson,	Philadelphia.
Secretary and Treasurer,	Joseph Lapsley Wilson,	Overbrook, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Little Schuylkill Navigation, Railroad and Coal Company.	Port Clinton, Pa.,	Tamenend, Pa.,	Philadelphia and Reading Railroad Company.	....	31.10
East Mahanoy Railroad Company.	E. M. R. R. Junction,	Waste House Run at Mahanoy City.	Philadelphia and Reading Railroad Company.	....	14.19
Total mileage,				....	45.29

Lease and contract: Little Schuylkill Navigation, Railroad and Coal Company (lessee) and East Mahanoy Railroad Company, January 12, 1863, for ninety-nine (99) years, to pay six per cent. per annum upon the capital stock, with a sum (not exceeding $2,000) for expense of office.

Lease and contract: Philadelphia and Reading Railroad Company (lessee) and Little Schuylkill Navigation, Railroad and Coal Company, July 7, 1868, for ninety-three (93) years, to pay $185,227 per annum, and further such sums of money as shall become due and payable under the provisions of East Mahanoy Railroad Company lease (as above).

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Shamokin Valley and Pottsville Railroad Company seven per cent. gold bonds,	$30,000 00	7 per ct.	$2,100 00
Pennsylvania company (Pittsburgh, Fort Wayne and Chicago Railroad Company) registered sixes,	4,000 00	6 per ct.	315 00
Cost, $32,060.			
Total,			$2,415 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
East Mahanoy Railroad Company,	$86,350 00	6 per ct.	$4,098 00
Total,			$4,098 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,*	$2,405,943 75	Capital stock,	$2,487,850 00
Bonds of other companies owned,	32,060 00	Profit and loss,	70,266 63
Stocks of other companies owned,	86,350 00	Total,	$2,558,016 63
Other permanent investments, mortgage in Tamaqua,	1,146 60		
Cash and current assets,	32,516 28		
Total,	$2,558,016 63		

EMPLOYES AND SALARIES.

General officers (total yearly compensation), ... $3,200 00

LITTLESTOWN RAILROAD COMPANY.

Date of organization: June 10, 1864.

By what authority incorporated: Act of February 17, 1854, supplements April 11, 1862, and April 8, 1864.

Operated by Pennsylvania Railroad Company.

*Including about 5,300 acres of mountain land sparsely covered by young trees; no income therefrom.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry,	Philadelphia,	May 4, 1891.
George D. Klinefelter,	Hanover, Pa.,	do.
William McSherry,	Littlestown, Pa.,	do.
William A. Patton,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John S. Young,	Hanover, Pa.
Secretary,	Albert Hewson,	Philadelphia.
Treasurer,	Taber Ashton,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Littlestown railroad,	Hanover,	Maryland state line.	Pennsylvania Railroad Company.	9.30	9.39
Total mileage,				9.30	9.30

Lease to the Pennsylvania Railroad Company, dated April 8, 1875, for 999 years; rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,850 00	Capital stock,	$34,850 00
Cash and current assets,	435 35	Funded debt,	40,000 00
Profit and loss,	18,208 85	Current liabilities,	18,644 20
Total,	$93,494 20	Total,	$93,494 20

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond,	Hanover,	Maryland state line,	9.30	$4,301 07

EMPLOYES AND SALARIES.

General officers, 3.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	4	4
Telegraph:		
Miles of line owned by this company,	9.30	9.30
Miles of wire owned by this company,	9.30	9.30
Miles of line operated by Pennsylvania Railroad Company, lessee,	9.30	9.30
Miles of wire operated by Pennsylvania Railroad Company, lessee,	9.30	9.30

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

LOYALSOCK RAILROAD COMPANY.

Date of organization: December 3, 1884.

By what authority incorporated: General railroad act of April 4, 1868, and supplements thereto.

Operated by Lehigh Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	Second Monday, January, 1891.
Wm. Chas. Alderson,	Philadelphia,	do. do. do.
John R. Fanshawe,	Philadelphia,	do. do. do.
Henry S. Drinker,	Philadelphia,	do. do. do.
Wm. Stevenson,	Sayre,	do. do. do.
J. Raymond Claghorn,	Philadelphia,	do. do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Lehigh Valley Railroad Company, 228 South Third street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. P. Wilbur,	South Bethlehem, Pa.
Secretary and Treasurer,	John R. Fanshawe,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Loyalsock,	Bernice,	End of track,	Lehigh Valley,	15.01	15.01
Total,				15.01	15.01

Operated by Lehigh Valley railroad through stock ownership.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$154,197 22	Capital stock,	$154,197 22
Total,	$154,197 22	Total,	$154,197 22

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	3	3

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Was made some time in the years 1830 to 1833, inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated: Charter granted by Commonwealth of Pennsylvania April 7, 1830. Supplementary acts passed March 30, 1833, March 13, 1839, April 26, 1850, May 3, 1850, April 9, 1859, and March 21, 1861.

This road is leased to the Summit Branch Railroad Company, by whom the rent is paid to us. We have been informed, but unofficially, that the road is operated by the Northern Central Railway Company.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Nash.	Brooklyn, N. Y.	First Monday of May, 1891.
Frederick A. Platt.	Brooklyn, N. Y.	do. do.
John W. Hoffman.	Philadelphia.	do. do.
Isaac H. Platt.	Lakewood, N. J.	do. do.
George P. Lawrence.	Westport, Conn.	do. do.
Edward Dunham.	Hastings on Hudson.	do. do.
DeWitt C. Falls.	New York.	do. do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1890.

Postoffice address of general office: 13 William street, New York.

Postoffice address of operating company: Summit Branch Railroad Company, 238 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	William A. Nash.	13 William street, New York.
Secretary. / Treasurer.	Frederick A. Platt.	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Lykens Valley Railroad and Coal Company.	Millersburg, Pa.,	Williamstown, Pa.	Summit Branch Railroad Company.	20	20

The Lykens Valley railroad, extending from its junction with the Northern Central railway near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock and the privileges and appurtenances whatever belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were, on the first day of March, 1866, leased to the Summit Branch Railroad Company for the term of 999 years, at an annual rent of $62,500.00. The lessee to keep the property in repair, etc., to pay all taxes, charges, duties, ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town or borough in which the said railroad is situated, except only the income tax of the United States, on the sum of $62,500.00 stipulated to be paid for rent.

GENERAL BALANCE SHEET.

DR.		CR	
Cost of road.	$569,739 62	Capital stock.	$600,000 00
Cost of equipment.	17,000 00	Profit and loss.	807 01
Lands owned.	9,027 62		
Cash and current assets.	5,039 77	Total.	$600,807 01
Total.	$600,807 01		

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$500 00	
Transfer agent at Philadelphia	1	200 00	

MARTIN'S CREEK RAILWAY COMPANY.

Date of organization: April 14, 1885.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company, as a part of their Belvidere division.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry	Philadelphia	January 19, 1891.
John P. Green	Philadelphia	do.
Amos R. Little	Philadelphia	do.
Geo. B. Roberts	Philadelphia	do.
N. Parker Shortridge	Wynnewood, Pa.	do.
Henry D. Welsh	Chestnut Hill, Pa.	do.

Date of last meeting of stockholders for election of directors: January 20, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. H. Wilson	233 South Fourth street, Philadelphia.
Secretary	Hugh B. Ely	do. do.
Treasurer	Hugh B. Ely	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Martin's Creek railroad	Connection with Martin's Creek railway of New Jersey at middle of the Delaware river opposite Martin's Creek station.	Connection with Bangor and Portland railroad near mouth of Martin's Creek in Pennsylvania.	Pennsylvania railroad.	.15	.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$30,000 00	Capital stock	$40,000 00
Other assets:			
Stock subscription	10,000 00	Total	$40,000 00
Total	$40,000 00		

CHARACTERISTICS OF ROAD.

Number of wooden bridges, 1; in Pennsylvania, 1.

McKEAN AND BUFFALO RAILROAD COMPANY.

Operated by Western New York and Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
C. H. Allen	Mills Building, N. Y.	G. E. Bartol	139 S. Front st., Phila.
S. G. DeCoursey	242 S. Third st., Phila.	W. T. Tiers	11 S. Front st., Phila.
E. L. Owen	71 Wall st., N. Y.	E. W. Clark, Jr.	Bullitt Building, Phila.
J. D. Probst	52 Exch. Place, N. Y.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. H. Allen	New York city.
Vice President	S. G. DeCoursey	Philadelphia.
Secretary	J. R. Trimble	Philadelphia.
Treasurer	F. S. Buell	Buffalo, N. Y.
Auditor	Wm. L. Doyle	Buffalo, N. Y.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
McKean and Buffalo	Larabee	Clermont	Western New York and Pennsylvania.	22.15	22.15

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included.

McKEESPORT RAILROAD COMPANY.

Date of organization: Articles of association filed February 7, 1889. Letters patent issued same date.

By what authority incorporated: Act approved April 4, 1868, and supplements thereto.

This company's railroad has not been constructed.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes.	Philadelphia.	January 12, 1891.
John P. Green.	Philadelphia.	do. do.
Lewis Neilson.	Philadelphia.	do. do.
Wm A. Patton.	Radnor, Delaware county.	do. do.
N. P. Shortridge.	Wynnewood, Montgomery county.	do. do.
Henry D. Welsh.	Philadelphia.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	233 South Fourth street, Philadelphia.
Secretary and Treasurer.	Albert Hewson.	do. do.

PROPERTY TO BE OPERATED.

NAME	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
McKeesport railroad, main line (contemplated).	Cochran station on the Pittsburgh, Virginia and Charleston railroad.	McKeesport.	2	2

GENERAL BALANCE SHEET.

DR.		CR.	
Cash.	$19,139 13	Capital stock.	$20,000 00
Engineering expenses.	763 32		
Sundries.	97 55	Total.	$20,000 00
Total.	$20,000 00		

McKEESPORT AND BELLE VERNON RAILROAD COMPANY.

Date of organization : January 8, 1886.
By what authority incorporated : Pennsylvania.
Operated by Pittsburgh and Lake Erie Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRA- OF TERM.
C. Vanderbilt.	New York, N. Y.	January 28, 1891.
W. K. Vanderbilt.	New York, N. Y.	do.
F. W. Vanderbilt.	New York, N. Y.	do.
John Newell.	Chicago, Ill.	do.
Henry Hice.	Beaver, Pa.	do.
Jas. M. Bailey.	Pittsburgh.	do.
J. H. Reed.	Pittsburgh.	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John Newell.	Chicago, Ill.
Secretary.	John G. Robinson.	Pittsburgh.
Treasurer.		
Auditor.	C. H. Bronson.	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
McKeesport and Belle Vernon.	Reynoldton, Pa.,	Belle Vernon, Pa.	Pittsburgh and Lake Erie Railroad Company.	28	28

On January 1, 1890, the Pittsburgh and Lake Erie railroad purchased all the stock of the McKeesport and Belle Vernon, and its operations since that time are included in their report. No contract in existence.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgaged per mile of line.
	From—	To—	Miles.	
First mortgage.	Reynoldton, Pa.,	Belle Vernon, Pa.	28	$600,000 00

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Trestles:		
Number	25	25
Aggregate length	8,064	8,064
Telegraph:		
Miles of line operated by this company	30	30
Miles of wire operated by this company	60	60

Gauge of track, ... 4 ft. 8½ in

McKEESPORT AND BESSEMER RAILROAD COMPANY.

Date of organization: October 29, 1888.

By what authority incorporated: Act of April 4, 1868, with supplements thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
David A. Stevenson	Pittsburgh	Second Monday of January, 1891.
Michael Trump	Pittsburgh	do. do.
J. B. Hutchinson	Allegheny	do. do.
Benjamin W. Carskaddon	Pittsburgh	do. do.
John Alldred	Pittsburgh	do. do.
Wm. M. McIntyre	Pittsburgh	do. do.

Date of last meeting of stockholders for election of directors: February 17, 1890.

Postoffice address of general office: Union Station, Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Robert Pitcairn	Pittsburgh.
Secretary, Treasurer	E. S. Batchelor	Pittsburgh
Chief Engineer	Wm. H. Brown	Philadelphia.
General Solicitor, Attorney or Counsel	Hampton, Scott & Gordon	Pittsburgh.

PROPERTY OPERATED.

McKeesport and Bessemer railroad to run from McKeesport, over Monongahela river, thence along west side of river to a point opposite Bessemer.

Not yet built or operated. In course of construction.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$17,502 03	Capital stock	$2,200 00
Cash and current assets	50 00	Current liabilities	15,352 03
Total	$17,552 03	Total	$17,552 03

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None, as yet.

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.

By what authority incorporated: Under general law. Act of April 4, 1868, and its supplements.

This railroad is not complete, nor is any part of it in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Horace Crosby	Pittsburgh,	June 3, 1891.
E. C. Converse	New York, N. Y.	do.
J. H. Pierre	McKeesport, Pa.	do.
A. Chandon	McKeesport, Pa.	do.
C. I. O'Connor	McKeesport, Pa.	do.
W. F. Abbot	McKeesport, Pa.	do.

Date of last meeting of stockholders for election of directors: June 3, 1890.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Horace Crosby	Pittsburgh.
Secretary	W. F. Abbot	McKeesport, Pa.
Treasurer	A. Chandon	McKeesport, Pa.
General Solicitor, Attorney or Counsel	W. B. Rodgers	Pittsburgh.
General Freight Agent	H. Holdam	McKeesport, Pa.

MEADVILLE AND LINESVILLE RAILWAY COMPANY.

By what authority incorporated: Reorganization act, 1861.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.
G. W. Delamater	Meadville, Pa.	W. S. McGunnegle	Meadville, Pa.
T. A. Delamater	do.	D. S. Richmond	do.
Lewis Walker	do.	H. L. Richmond	do.
A. C. Huldekoper	do.		

Postoffice address of general office: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Hon. G. W. Delamater	Meadville, Pa.
Vice President	A. C. Huldekoper	do.
Secretary	H. L. Richmond	do.
Treasurer	V. M. Delamater	do.
Auditor	T. A. Delamater	do.
General Superintendent	T. A. Delamater	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Meadville and Linesville Railway Company.	Meadville, ...	Linesville, ...	20.05	20.05

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$1,200 00	. . . . .
General office clerks,	1	840 00	$2 70
Station agents,	2	1,200 00	1 67
Other station men,	1	480 00	1 34
Enginemen,	2	1,920 00	3 00
Firemen,	2	1,080 00	1 50
Conductors,	2	1,560 00	2 17
Other trainmen,	2	1,080 00	1 50
Section foremen,	3	1,440 00	1 34
Other trackmen,	16	6,240 00	1 25
Switchmen, flagmen and watchmen,	1	182 50	50
Total,	33	$17,222 50	. . . . .
Distribution of above:			
General administration,	2	$2,040 00	. . . . .
Maintenance of way and structures,	19	7,680 00	. . . . .
Conducting transportation,	12	7,502 50	. . . . .
Total,	33	$17,222 50	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	33	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . .	$17,222.50	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	1	1
Trestles:		
Number,	14	. . . . .
Aggregate length,	775 feet.	775 feet.
Telegraph:		
Miles of line owned by this company,	20.5	20.5
Miles of wire owned by this company,	20.5	20.5

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Linesville Station, owned by Pennsylvania company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line and Empire Line operates over this railroad.

MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.

By what authority incorporated: Under the act of general assembly, approved April 4, A. D. 1868.

Not in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS
John W. Rife.	Middletown, Pa.. . . .	H. H. Bechtel.	Newport, Pa.
Joseph Campbell.	do. . . .	J. I. Chamberlain. . . .	Harrisburg, Pa.
H. B. Campbell.	do. . . .	E. M. Hoffer.	Hummelstown Pa.
C. W. Raymond.	do. . . .	Geo. H. Grove.	Hummelstown, Pa.
J. F. Raymond.	do. . . .	Vacancy (since filled).	

Date of last meeting of stockholders for election of directors: 28th day of January, 1890.

Postoffice address of general office: Middletown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John W. Rife.	Middletown, Pa.
Secretary.	C. W. Raymond.	Middletown, Pa.
Treasurer.	Geo. H. Grove.	Hummelstown, Pa.
General Solicitor, Attorney or Counsel .	James I. Chamberlin.	Harrisburg, Pa.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Has none.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.

By what authority incorporated: Act April 2, 1860, supplement to act April 2, 1860, May 1, 1861, supplement to act April 2, 1860, March 23, 1865, supplement to act April 2, 1860, March 6, 1867.

Operated by the Pennsylvania Railroad Company.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle.	Philadelphia.	February 17, 1891.
G. W. Elder.	Lewistown, Pa.	do.
John P. Green.	Philadelphia.	do.
R. H. Lee.	Lewistown, Pa.	do.
Amos R. Little.	Philadelphia.	do.
James H. Mann.	Lewistown, Pa.	do.
Wistar Morris.	Philadelphia.	do.
Wm. A. Patton.	Philadelphia.	do.
G. B. Roberts.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa.	do.
Henry D. Welsh.	Philadelphia.	do
Wm. H. Wilson.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: February 18, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mifflin and Centre County railroad.	Lewistown Junction.	Milroy.	Pennsylvania Railroad Company.	12.31	12.31
Total mileage.				12.31	12.31

Leased to the Pennsylvania Railroad Company for 999 years, from March 19, 1863. Lessee to maintain and operate the road, and pay net earnings to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$365,939 39	Capital stock.	$167,775 00
Profit and loss.	81,869 85	Funded debt.	200,000 00
		Current liabilities.	80,034 24
Total.	$447,809 24	Total.	$447,809 24

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Lewistown Junction.	Milroy.	12.31	$16,247 03

EMPLOYEES AND SALARIES.

General officers, 3.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	14	14
Trestles:		
Number	1	1
Aggregate length	210 feet.	210 feet.
Telegraph:		
Miles of line owned by this company	7.6	7.6
Miles of wire owned by this company	7.6	7.6
Miles of line operated by Pennsylvania Railroad Company, lessee	7.6	7.6
Miles of wire operated by Pennsylvania Railroad Company, lessee	7.6	7.6

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.

By what authority incorporated: State of Pennsylvania, act approved February 7, 1828.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street, Philadelphia	December, 1890.
Thos. Cochran	do. do.	do.
Samuel R. Shipley	do. do.	do.
A. A. McLeod	do. do.	do.
P. C. Hollis	do. do.	do.
W. R. Taylor	do. do.	do.

Date of last meeting of stockholders for election of directors: December 30, 1889.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	407 Library street, Philadelphia.
Secretary,	P. C. Hollis,	do. do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek,	New Castle	Philadelphia and Reading Railroad Company.	3.8	3.8

The Mill Creek and Mine Hill Navigation and Railroad Company is leased to the Philadelphia and Reading Railroad Company, for a term of 999 years. The lease is dated July 25, 1861. The rental is $33,000 and taxes per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$323,045 00	Capital stock,	$323,375 00
Cash and current assets,	2,667 30	Current liabilities,	188 75
		Profit and loss,	2,148 55
Total,	$325,712 30	Total,	$325,712 30

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers, president,	1	$200 00	.....
General officers, secretary and treasurer,	1	250 00	.....
Total,	2	$450 00	$1 23

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	2	.....
Number wooden,	9	.....
Trestles:		
Number,	1	.....
Aggregate length of bridges and trestles 902½,	230½ feet.	.....

Gauge of track, ... 4 feet 8½ in.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: Third month 24th, 1828.

By what authority incorporated: State of Pennsylvania.

If a consolidated company, name the constituent companies: Schuylkill Haven and Lehigh River Railroad Company was organized seventh month 14th, 1862, and merged into this Company fifth month 16th, 1863.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Benjamin H. Shoemaker. .	205 North Fourth street, Philadelphia.	First month (January), 1891, or until others are chosen.
Frederick Fraley, ...	1000 Walnut street, Philadelphia. . .	
John W. Biddle, ...	459 Marshall street, Philadelphia. . .	
William Hacker, ...	233 South Fourth street, Philadelphia.	
Alfred Jones, ...	Germantown, Philadelphia.	
Josiah Jones, ...	Oak Lane P. O., Philadelphia. . . .	
James G. McCollin.	506 Marshall street Philadelphia. . .	
Barclay R. Leeds, ...	3221 N. Seventeenth st., Philadelphia.	
Philip C. Garrett, ...	Logan P. O., Philadelphia.	
Thomas McKean	153 Dock street, Philadelphia.	
Redwood F. Warner, . . .	School lane near Wissahickon avenue, Germantown, Philadelphia.	

Date of last meeting of stockholders for election of directors: First month (January) 13th, 1890.

Postoffice address of general office: 119 South Fourth street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Benjamin H. Shoemaker, . . .	205 North Fourth street, Philadelphia.
Secretary, ...	James G. McCollin.	119 South Fourth street, Philadelphia.
Treasurer, ...	John W. Biddle, ...	119 South Fourth street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mine Hill and Schuylkill Haven Railroad Company.	Schuylkill Haven,	Locust Gap, .	Philadelphia and Reading Railroad Company.	13¾	. . . .

The Mine Hill and Schuylkill Haven Railroad Company is leased to the Philadelphia and Reading Railroad Company for a period of 999 years, at a rental of eight per cent. on the capital stock.

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GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$4,037,236 19	Capital stock	$4,081,900 00
Cash and current assets	1,895 62	Due Philadelphia and Reading	30 83
Profit and loss	44,801 77	Dividends due	2,002 75
Total	$4,083,933 58	Total	$4,083,933 58

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
General officers	3	$4,000 00

MINERAL RIDGE RAILROAD COMPANY.

Date of organization: June 13, 1888.
By what authority incorporated: Act of April 4, 1868, and supplements.
Not yet in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
William Flinn	Pittsburgh	R. C. McCance	Pittsburgh
H. P. Ford	Pittsburgh	Geo. W. Rowley	Pittsburgh
Robt. S. Frazer	Pittsburgh	J. W. Smith	Pittsburgh

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	William Flinn	Pittsburgh
Secretary	Geo. W. Rowley	do.
Treasurer	H. P. Ford	do.

PROPERTY TO BE OPERATED.

After completing the organization of the company the route of the railroad between North Sewickley, in Beaver county, and Spangler, in Lawrence county, was surveyed and located. The road has not yet been constructed.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.
By what authority incorporated: State of Pennsylvania, act of April 4, A. D. 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry A. Laughlin	Pittsburgh	January 12, 1891.
B. F. Jones	do.	do.
George M. Laughlin	do.	do.
W. L. Jones	do.	do.
James Laughlin, Jr.	do.	do.
W. L. Kaig	do.	do.
B. F. Jones, Jr.	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry A. Laughlin	Pittsburgh.
Vice President	James Laughlin, Jr.	do.
Secretary	Benjamin Page	do.
Treasurer	James Laughlin, Jr.	do.
Engineer	W. G. Wilkins	do.
Solicitor	John D. McKennan	do.
Auditor	Benjamin Page	do.
General Manager	W. C. Quincy	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Monongahela Connecting railroad	Ormsby station, P. V. & C. Ry.	Pittsburgh Junction railroad.	.90	.90
South Side branch	Main line	P. & L. E. R. R.	.35	.35
West branch	Main line	Along Monongahela river.	.75	.75
Other branches			1.10	1.10
Total mileage operated			3.10	3.10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$651,235 35	Capital stock	$445,000 00
Cost of equipment	30,793 03	Funded debt	200,000 00
Cash and current assets	34,109 60	Current liabilities	40,114 77
		Profit and loss	31,023 21
Total	$716,137 98	Total	$716,137 98

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$4,650 00	
General office clerks,	1	420 00	
Station agents,	1	1,500 00	
Other station men,	3	1,920 00	
Enginemen,	4		$3 00
Firemen	4		1 80
Conductors,	4	Per hour, day,	24
		Per hour, night,	25
Other trainmen,	10	Per hour, day,	18
		Per hour, night,	19
Carpenters,	2		2 25
			2 00
Other shopmen,	2		1 40
			1 65
Section foremen,	3		4 30
			2 25
			2 15
Other trackmen,	14		1 40
			1 35
			1 25
Switchmen, flagmen and watchmen,	3		1 50
			1 40
Telegraph operators and dispatchers,	1	1,200 00	
All other employes and laborers,	1		65
Total,	55		
Distribution of above:			
General administration,	3		
Maintenance of way and structures,	20		
Maintenance of equipment,	2		
Conducting transportation,	30		
Total,	55		
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	All.		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	
Trestles:		
Number,	3	
Aggregate length,	2,100 feet.	

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Locomotive house, from Laughlin & Co., Limited; land for depot grounds and tracks, from M. K. Moorehead, Esq.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MONT ALTO RAILROAD COMPANY.

Date of organization: Incorporated 4th of May, 1864; organized 14th of November, 1871.

By what authority incorporated: Laws of the State of Pennsylvania, an act to incorporate, 3d of May, 1864; an act extending time and completion, 9th of March, 1870; supplement to an act to incorporate, 6th of April, 1870.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy	Chambersburg, Pa.	Second Wednesday May, 1891.
John Stewart	Chambersburg, Pa.	do. do.
Chauncey Ives	Chambersburg, Pa.	do. do.
J. F. Boyd	Chambersburg, Pa.	do. do.
George B. Wiestling	Mont Alto, Pa.	do. do.
E. P. Dwight	Philadelphia	do. do.
Hastings Gehr	Chambersburg, Pa.	do. do.

Date of last meeting of stockholders for election of directors: 14th May, 1890.

Postoffice address of general office: Mont Alto, Franklin county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas B. Kennedy	Chambersburg, Pa.
Secretary, Treasurer, General Passenger and Freight Agent	Edward B. Wiestling	Mont Alto, Pa.
Chief Engineer and Superintendent	George B. Wiestling	Mont Alto, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mont Alto railroad	Junction with Cumberland Valley railroad.	Waynesboro'	17.89	17.89

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road	$218,204 75		Capital stock	$110,000 00
Cost of equipment	16,795 25	$235,000 00	Funded debt	125,000 00
Cash and current assets		13,480 35	Current liabilities	99,679 16
Profit and loss		86,198 81	Total	$334,679 16
Total		$334,679 16		

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, forty per cent. of transportation.

Mails, for $1,156.88 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Junction with Cumberland Valley,	Waynesboro',	19.89	$6,284 56

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$650 00	
Station agents,	6	222 50	
Enginemen,	2		$3 00
Firemen,	2	420 00	
Conductors,	2	612 00	
Other trainmen,	3		1 15
Section foremen,	3	456 00	
Other trackmen,	12		90
Switchmen, flagmen and watchmen,	1		1 00
Total,	21	$2,360 50	$6 05
Distribution of above:			
General administration,	3	$650 00	
Maintenance of way and structures,	15	456 00	$0 90
Conducting transportation,	16	1,254 50	5 15
Total,	34	$2,360 50	$6 05
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	34		
Total yearly compensation of employes in Pennsylvania,	All.		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	9	9
Number wooden,	3	3
Trestles:		
Number,	1	1
Aggregate length,	456 feet.	456 feet.
Telegraph:		
Miles of line owned by this company,	19½	19½
Miles of wire owned by this company,	20½	20½
Miles of line operated by this company,	19½	19½
Miles of wire operated by this company,	20½	20½

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.

By what authority incorporated: Act of the general assembly of the Commonwealth of Pennsylvania, approved April 4, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Wm. McCreery,	Pittsburgh.	Geo. A. Berry	Pittsburgh, Pa.
John A. Caughey,	Pittsburgh.	Wm. M. Short,	do.
W. B. Rodgers,	Pittsburgh.	W. C. Andrews,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. McCreery,	Pittsburgh.
Secretary, Treasurer,	Wm. M. Short,	Pittsburgh.
Chief Engineer,	C. A. Cooper,	Pittsburgh.
General Solicitor, Attorney or Counsel,	Wm. B. Rodgers,	Pittsburgh.
Auditor,	W. B. Case,	Pittsburgh.
General Manager,	M. A. Andrews,	Pittsburgh.
General Passenger Agent, General Ticket Agent, General Freight Agent,	W. L. Rodgers,	Pittsburgh.
General Superintendent,	Wm. Bald,	Imperial, Pa.
Superintendent of Telegraph,	W. B. Case,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line owned,	Montour Junction,	Imperial, Pa.,	11	11

Gauge of track, ... 4 ft. 8½ in.

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869. Supplement March 17, 1871. Charter signed April 3, 1871.

By what authority incorporated: Pennsylvania.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Klotz,	Mauch Chunk,	January, 1891.
Charles O. Sheer,	Mauch Chunk,	do.
S. D. Thomas,	Springville,	do.
H. D. Sherman,	Springville,	do.
C. M. Gere,	Montrose,	do.
Azor Lathrop,	Montrose,	do.
Paul Dillings,	Tunkhannock,	do.
C. D. Gearhart,	Tunkhannock,	do.
Benj. F. Blakslee,	Lynn,	do.
Samuel Blakslee,	Springville,	do.
Samuel H. Sayre,	Montrose,	do.
J. S. Tarbell,	Montrose,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James I. Blakslee,	Mauch Chunk.
Secretary,	John R. Raynsford,	Montrose.
Treasurer,	Asa P. Blakslee,	Mauch Chunk.
General Solicitor, Attorney or Counsel,	W. M. Post,	Montrose.
General Passenger Agent, General Ticket Agent, General Freight Agent,	Asa P. Blakslee,	Mauch Chunk.
Division Superintendent,	T. G. Walter,	Tunkhannock.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Montrose Railway Company,	Tunkhannock,	Montrose,	28	28

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,661 18	Capital stock,	$304,900 00
Cost of equipment,	41,308 13	Capital stock part paid,	2,527 21
Cash and current assets,	6,384 18	Profit and loss,	72,926 28
Total,	$380,353 49	Total,	$380,353 49

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company rental of one-sixth ($\frac{1}{6}$) of gross receipts. Payable monthly.

The government pays quarterly an amount based on weight of mails carried, subject to deductions for failures to deliver mail on time.

No other contracts or agreements.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
President	1	$600 00	
Secretary	1	500 00	
General freight and passenger agent	1	600 00	
Station agents	3	100 00	
Enginemen	1	1,118 74	$3 25
Firemen	1	602 40	1 75
Conductor acts as superintendent and manager, $100.00 per month	1	1,200 00	3 83
Other trainmen (5 men on train pay roll, 2 of whom are brakemen at $516.32 each)	2	1,032 70	1 50
Road master	1	6,098 05	1 65
Section foremen	4		1 40
Other trackmen, varies	18		$1 00 to 1 10
Employes—account floating equipment, full time 313 days	1	626 00	2 00
Total	35	$12,477 89	
Distribution of above:			
General administration		$1,700 00	
Maintenance of way and structures		6,098 05	
Maintenance of equipment		626 00	
Conducting transportation, including station agents		4,053 84	
Total		$12,477 89	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	35		
Total yearly compensation of employes in Pennsylvania		$12,477 89	

CHARACTERISTICS OF ROAD.

Number of wooden bridges, 1; in Pennsylvania, 1.

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Has no funded debt.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Pays rent, yardage, to S. V. R. R.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic? None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Date of organization: July 16, 1842.

By what authority incorporated: State of Pennsylvania, act approved July 16, 1842.

Operated by the Philadelphia and Reading Railroad Company.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo.	407 Library street, Philadelphia,	December, 1890.
Thomas Cochran.	do. do.	do.
Samuel R. Shipley.	do. do.	do.
A. A. McLeod.	do. do.	do.
P. C. Hollis.	do. do.	do.
Wm. R. Taylor.	do. do.	do.

Date of last meeting of stockholders for election of directors: December 30, 1889.

Postoffice address of general office: 407 Library street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE	NAME.	ADDRESS.
President.	Austin Corbin.	407 Library street, Philadelphia.
Secretary, Treasurer.	P. C. Hollis.	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Carbon and Port Carbon Railroad Company.	Mount Carbon.	Port Carbon.	Philadelphia and Railroad Company.	2.5	2.5
Total mileage.				2.5	2.5

The Mount Carbon and Port Carbon railroad is leased to the Philadelphia and Reading Railroad Company for a term of 50 years. The lease is dated March 5, 1860. The annual rental is $36,250.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$261,186 30	Capital stock.	$282,350 00
Other permanent investments (real estate).	21,629 15	State tax and unpaid dividends.	858 30
Cash and current assets.	1,279 32	Profit and loss.	886 47
Total.	$284,094 77	Total.	$284,094 77

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
President,	1	$200 00	.....
Secretary and treasurer,	1	250 00	.....
Total,	2	$450 00	$1 23
Distribution of above:			
General administration,	...	$450 00	.....
Total,	...	$450 00	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	2	2
Number wooden,	7	7
Trestles:		
Number,	2	2
Aggregate length,	480 feet.	.....

Gauge of track, ... 4 ft. 8½ in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No floating or funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization: May 16, 1870.

By what authority incorporated: State of Pennsylvania, act of February 19, 1849, and April 6, 1870.

Operated by the Pittsburgh and Connellsville Railroad Company.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. D. Meeds,	Pittsburgh,	Second Monday in January,	1891.
W. C. Magee,	Pittsburgh,	do.	do.
C. L. Fitzhugh,	Pittsburgh,	do.	do.
J. V. Patton,	Pittsburgh,	do.	do.
J. B. Jackson,	Pittsburgh,	do.	do.
John Bissell,	Pittsburgh,	do.	do.
C. F. Mayer,	Baltimore, Md.,	do.	do.
Robert Garrett,	Baltimore, Md.,	do	do.
Alex. Shaw,	Baltimore, Md.,	do.	do.
S. L. Schoonmaker,	Pittsburgh,	do.	do.
A. R. Banning,	Connellsville, Pa.,	do.	do.
O. P. Shupe,	Mt. Pleasant, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh,
Secretary, Treasurer,	A. W. Black,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Pleasant and Broad Ford Railroad Company.	Broad Ford Pa.,	Mt. Pleasant, Pa.	Pittsburgh and Connellsville Railroad Company.	9.70	9.70

Operated by Baltimore and Ohio Railroad Company, by virtue of lease of the Pittsburgh and Connellsville Railroad Company, the lessee of this company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$202,064 40	Capital stock,	$150,500 00
Cash and current assets,	556,658 28	Profit and loss,	606,222 68
Total,	$758,722 68	Total,	$758,722 68

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	5	5
Number wooden,	4	4
Trestles:		
Aggregate length,	32 feet.	32 feet.

Gauge of track, ... 4 ft. 8½ in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

Date of organization: August 20, 1881.

By what authority incorporated: Incorporated under a supplement, passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick	Pittsburgh	January 12, 1891.
John Walker	do.	do.
H. M. Curry	do.	do.
W. F. McCook	do.	do.
G. B. Bosworth	do.	do.
John G. A. Leishman	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 42 Fifth avenue, Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	H. C. Frick	Pittsburgh.
Secretary, Treasurer	G. B. Bosworth	do.
General Solicitor, Attorney or Counsel	W. F. McCook	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Mount Pleasant and Latrobe Railroad Company.	Mt. Pleasant, Pa.	Texas branch S. W. P. R. R.	[illegible]	[illegible]

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road,	$13,030 34	Capital stock,	$13,000 00
		Profit and loss,	30 34
Total,	$13,030 34	Total,	$13,030 34

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 20, 1889.
By what authority incorporated: Under general law.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Rick,	Reading.	January 11, 1891.
James Rick,	do.	do. do.
James Nolan,	do.	do. do.
S. E. Ancona,	do.	do. do.
Jesse G. Hawley,	do.	do. do.
Thomas P. Merritt,	do.	do. do.
Frank S. Livingood,	do.	do. do.
M. Brayt. McKnight,	do.	do. do.
Daniel H. Wingerd,	do.	do. do.
William R. McIlvain,	do.	do. do.
Benjamin F. Owen,	do.	do. do.
Robert B. Cable,	do.	do. do.

Date of last meeting of stockholders for election of directors: January 30, 1890.
Postoffice address of general office: Reading.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Rick,	Reading.
Vice President,	Dr. D. B. D. Beaver,	do.
Secretary,	Calvin M. Dechant,	do.
Treasurer,	James Rick,	do.
General Solicitor, Attorney or Counsel,	Henry M. Muhlenberg,	do.
Superintendent and Engineer,	Calvin M. Dechant,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mount Penn Gravity railroad,	Mineral Spring Park station.	Mineral Spring Park station.	7.48	7.48

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$83,035 65	Capital stock,	$100,000 00
Cost of equipment,	29,652 88	Current liabilities,	100 00
Cash and current assets,	1,702 48	Profit and loss,	14,290 98
Total,	$114,390 98	Total,	$114,390 98

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3		
Station agents,	1	$600 00	$1 61½
Other station men,	1	480 00	1 29
Enginemen,	3	1,980 00	2 36½
Firemen,	2	720 00	1 29
Conductors,	3	1,125 00	1 34½
Other trainmen,	6	2,100 00	1 13
Other shopmen,	2	900 00	1 21
Section foreman,	1	600 00	1 61½
Other trackmen,	13	3,962 25	1 42
Switchmen, flagmen and watchmen,	2	900 00	1 21
All other employes and laborers,	2	735 00	1 06
Total,	39	$14,102 25	
Distribution of above:			
Maintenance of way and structures,		$5,162 25	
Maintenance of equipment,		1,395 00	
Conducting transportation,		7,545 00	
Total,		$14,102 25	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	1	1

Gauge of track, 4 ft. 8½ in.

NESCOPEC RAILROAD COMPANY.

Date of organization: June 3, 1886.
By what authority incorporated: General law, April 4, 1868.
Operated by Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	May 12, 1891.
Henry D. Welsh,	Philadelphia,	do.
J. C. Bright,	Pottsville, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Wistar Morris,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 13, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia
Secretary,	James R. McClure,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nescopec railroad,	Nescopec,	Rock Glen Junction.	Pennsylvania Railroad Company,	11.96	11.96

The road of this company is operated by the Pennsylvania Railroad Company under resolutions of the board of directors of both companies. The Pennsylvania Railroad Company maintains and operates the property and pays the net earnings to the Nescopec Railroad Company.

This arrangement went into effect April 25, 1887, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$460,395 28	Capital stock,	$259,000 00
Profit and loss,	54,033 66	Funded debt,	200,000 00
		Current liabilities,	55,428 94
Total,	$514,428 94	Total,	$514,428 94

EMPLOYES AND SALARIES.

General officers, ... 3

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	1	1
Number iron,	10	10
Telegraph:		
Miles of line owned by this company,	12	12
Miles of wire owned by this company,	24	24
Miles of line operated by Pennsylvania Railroad Company, lessee,	12	12
Miles of wire operated by Pennsylvania Railroad Company, lessee,	24	24

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NESQUEHONING VALLEY RAILROAD COMPANY.

Date of organization: May 14, 1861.

By what authority incorporated: Special act of May 14, 1861.

Operated by the Central Railroad Company of New Jersey, lessees.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope	Philadelphia	January 12, 1891.
W. P. Cresson	do.	do.
J. S. Harris	do.	do.
E. W. Clark	do.	do.
P. C. Garrett	do.	do.
T. C. Henry	do.	do.
Edward Lewis	do.	do.
Samuel Dickson	do.	do.
B. H. Shoemaker	do.	do.
J. W. Biddle	do.	do.
George C. Thomas	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: 226 South Third street.

Postoffice address of operating company: Central Railroad Company of New Jersey, lessees, 119 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. W. Woolston	Philadelphia.
Secretary and Treasurer	C. F. Howell	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nesquehoning Valley railroad.	Nesquehoning Junction.	Tamanend	Central Railroad Company of New Jersey, lessees.	16.66	16.66

The Nesquehoning Valley railroad is leased to the Lehigh Coal and Navigation Company, for the term of 999 years from November 4, 1868. The road was sub-leased to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna railroad.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$1,418,756 35	Capital stock	$1,412,500 00
Cash and current assets	2,034 76	Current liabilities	8,291 11
Total	$1,420,791 11	Total	$1,420,791 11

EMPLOYES AND SALARIES.

General officers:

President, yearly compensation	$1,000 00
Secretary and treasurer, yearly compensation	500 00

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: July 5, 1889.

By what authority incorporated: Under the act approved April 4, 1868, and the acts supplementary thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS	DATE OF EXPIRATION OF TERM.
W. D. Smith	Reading	June 28, 1891.
George Brooke	Birdsboro', Pa.	do.
H. T. Kendall	Reading	do.
R. T. Leaf	Reading	do.
Morton C. McIlvain	Reading	do.
M. B. McKnight	Reading	do.

Date of last meeting of stockholders for election of directors: June 28, 1890.

Postoffice address of general office: 536 Penn street, Reading.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George F. Baer	Reading
Vice President	George Brooke	Birdsboro'.
Secretary	Morton C. McIlvain	Reading
Treasurer	D. W. Stehman	do.
General Superintendent	Paul Millholland	do.
Division Superintendent	Edward N. Eltz	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Neversink Mountain Railroad Company	Ninth and Penn sts., Reading.	Klapperthal	7	7

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Date of organization: March 29, 1862.

By what authority incorporated: Act of assembly approved February 6, 1862, supplement approved February 17, 1863, supplement approved April 20, 1864, supplement approved April 9, 1869.

Operated by the Pennsylvania Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Patterson	New Castle, Pa.	Second Monday of January, 1891
W. L. Scott	Erie, Pa.	do. do.
Wm. Harbaugh	Sewickley, Pa.	do. do.
John B. Jackson	Pittsburgh	do. do.
L. S. Hoyt	New Castle, Pa.	do. do.
L. Raney	New Castle, Pa.	do. do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	R. W. Cunningham	New Castle Pa.
Secretary and Treasurer	J. A. Crawford	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Beaver Valley.	New Castle	Homewood	Pennsylvania Company.	14.98	14.98

June 29, 1865, leased to the Pittsburgh, Fort Wayne and Chicago Railway Company for 99 years at a rental of 40 per cent. of the gross earnings. This lease assigned by the lessee to the Pennsylvania Railroad Company under date of June 7, 1869. June 29, 1874, the Pennsylvania Railroad Company conveyed this lease to the Pennsylvania Company, to take effect as of date April 1, 1871.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$877,059 84	Capital stock	$700,000 00
Cash and current assets	196,506 73	Current liabilities	1,966 49
		Income under lease	371,600 08
Total	$1,073,566 57	Total	$1,073,566 57

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	2	$2,200 00	.....

NEW CASTLE AND BEAVER VALLEY RAILROAD—PENNSYLVANIA COMPANY OPERATING.

See lessor company's report.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAME.	ADDRESS.
President.	George B. Roberts.	Philadelphia.
First Vice President.	J. N. McCullough.	Pittsburgh.
Second Vice President.	James McCrea.	Pittsburgh.
Third Vice President.	Thomas D. Messler.	Pittsburgh.
Secretary.	S. B. Liggett.	Pittsburgh.
Treasurer.	John E. Davidson.	Pittsburgh.
Chief Engineer.	Thomas Rodd.	Pittsburgh.
General Counsel.	J. T. Brooks.	Pittsburgh.
Comptroller.	Thomas D. Messler.	Pittsburgh.
Assistant Comptroller.	John W. Renner.	Pittsburgh.
Auditor of Passenger Receipts.	J. P. Farley.	Pittsburgh.
Auditor of Freight Receipts.	A. McElevey.	Pittsburgh.
Auditor of Disbursements.	James Instan.	Pittsburgh.
General Manager.	Joseph Wood.	Pittsburgh.
General Passenger Agent. / General Ticket Agent.	E. A. Ford.	Pittsburgh.
General Freight Agent.	William Stewart.	Pittsburgh.
General Superintendent.	Charles Watts.	Pittsburgh.
Division Superintendent.	J. M. Kimball.	Lawrence Junction, Pa
Superintendent of Telegraph.	E. C. Bradley.	Pittsburgh.
General Baggage Agent.	R. R. Bentley.	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New Castle and Beaver Valley railroad.	Homewood, Pa..	New Castle, Pa..	14.98	14.98

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

Star Union Line transacts business at current rates. The expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of their cars.

Telegraph Company: The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	32	$1,220 44	
Superintendent	1	363 00	
Division freight agent	1	326 70	
General office clerks	3	2,248 36	$2 40
Station agents	4	2,520 00	1 75
Enginemen	6	6,354 00	2 94
Firemen	6	3,921 82	1 81
Conductors	8	7,296 00	2 53
Other trainmen	24	15,811 00	1 82
Machinists	1	771 60	2 47
Carpenters	3	2,025 00	2 25
Other shopmen	2	841 44	1 35
Section foremen	4	2,160 00	1 50
Other trackmen	29	10,005 00	1 15
Switchmen, flagmen and watchmen	3	1,560 00	1 44
Telegraph operators and dispatchers	4	2,640 00	1 83
All other employes and laborers	30	17,294 21	1 84
Total	161	$77,358 57	
Distribution of above:			
General administration	37	$4,158 50	
Maintenance of way and structures	33	12,165 00	
Maintenance of equipment	6	3,638 04	
Conducting transportation	85	57,397 03	
Total	161	$77,358 57	
Employees in Pennsylvania:			
Total number of employes in Pennsylvania	161		
Total yearly compensation of employes in Pennsylvania		$77,358 57	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	6	6
Number iron	6	6
Number wooden	1	1
Telegraph:		
Miles of wire owned by this company	44.4	44.4
Miles of line operated by this company	44.4	44.4
Miles of line owned and operated by this company jointly with Western Union Telegraph Company	14.9	14.9
Miles of wire operated by Western Union Telegraph Company	29.8	29.8

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line.

NEW CASTLE AND BUTLER RAILROAD COMPANY.

Date of organization : 1881.
M. S. Marquis, director, New Castle, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	M. S. Marquis	New Castle, Pa.
Secretary, Treasurer, General Manager, General Superintendent	W. H. Marquis	do.

Date of last meeting of stockholders for election of directors : June, 1889.
Postoffice address of general office : New Castle, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
New Castle and Butler railroad	New Castle	Mineral Ridge	2¼	2¼

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Butler	New Castle	Mineral Ridge	New Castle and Butler	2¼	2¼

The capital stock is all owned by myself, of the New Castle and Butler railroad, and operated by myself, to haul limestone and fire clay. I do not keep any books, except a debit and credit account of expenses and receipts ; cannot make report as follows in this book.

M. S. MARQUIS.

CHARACTERISTICS OF ROAD.

Trestles :	
Number,	3
Aggregate length,	75 feet.
Gauge of track,	3½ feet.

NEW CASTLE RAILROAD AND MINING COMPANY

Date of organization: Incorporated May 8, 1872.

By what authority incorporated: By an act of General Assembly, approved April 1, 1872.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Joshua Rhodes	Pittsburgh.	Wm. Latshaw	Pittsburgh.
George Pearson	New Castle, Pa.	T. F. Stryker	New Castle, Pa.
Frederick Pearson	New Castle, Pa.		

The New Castle Railroad and Mining Company has not operated for about three years, and has commenced taking up the road, and wish the state to forward any claims it may have against the company.

Postoffice address of general office: New Castle, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Joshua Rhodes	Pittsburgh.
Vice President	George Pearson	New Castle, Pa.
Secretary, Treasurer	T. F. Stryker	New Castle, Pa.

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.

By what authority incorporated: Laws of Pennsylvania.

Operated by the New York, Lake Erie and Western, lessee New York, Pennsylvania and Ohio.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Johnson	New Castle, Pa.	May, 1891.
L. Raney	New Castle, Pa.	do.
Wm. Patterson	New Castle, Pa.	do.
Chas. T. Wallace	New Castle, Pa.	do.
P. L. Kimberly	Sharon, Pa.	do.
E. A. Wheeler	Sharon, Pa.	do.
Chas. E. Whitehead	New York city	do.
S. M. Felton, Jr.	New York city	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	G. W. Johnson	New Castle, Pa.
Vice President	L. Raney	do.
Secretary and Treasurer	Chas. T. Wallace	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Shenango Valley Railroad Company.	New Castle, Pa.,	Middlesex, Pa.,	New York, Lake Erie and Western Railroad Company.	16.2	16.2
Side tracks				2.8	2.8
Total mileage				19	19

The line of the New Castle and Shenango Valley Railroad Company is leased by the New York, Pennsylvania and Ohio Railroad Company, and operated by the New York, Lake Erie and Western Railroad Company, lessee of New York, Pennsylvania and Ohio railroad. Thirty-two per cent. of the gross earnings to be paid the New Castle and Shenango Valley Railroad Company as rental, said 32 per cent. guaranteed to be equal to $15,000.00 per annum, and said New York, Lake Erie and Western and New York, Pennsylvania and Ohio to pay annually that amount to the Farmers' Loan and Trust Company, New York, to meet the interest on the bonded debt.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$538,566 62	Capital stock	$292,250 00
Cash and current assets	3,683 38	Funded debt	250,000 00
Total	$542,250 00	Total	$542,250 00

IMPORTANT CHANGES DURING THE YEAR.

On closing up account for the construction of the road there was a deficit of $42,250.00. The board of directors called a meeting of the stockholders, and the stockholders authorized an increase of the capital stock from $250,000.00 to $300,000.00, and the stockholders subscribed and made up the deficit of $42,250.00, leaving a balance of unsubscribed stock of $7,750.00.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	New Castle, Pa.	Middlesex, Pa.	16.2	$15,432 00
Side tracks			2.8	
Or on all			19.0	$13,157 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? As yet, none.

NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1877.

By what authority incorporated: Under laws of New York, Pennsylvania, Ohio Indiana and Illinois.

If a consolidated company, name the constituent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, or consolidated company organized under the laws of the five states above named, and composed of constituent companies in the several states, to wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were filed with the secretary of state about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with Secretary of State, March 4, 1881. The New York and Chicago Railway of Illinois, whose articles of organization were filed with the Secretary of State, March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective states, to wit: General railroad law of New York, entitled an act to authorize the formation of the railroad companies, and to regulate the same, passed April 2, 1850. In Pennsylvania, an act to authorize the formation and regulation of railroad corporations, approved April 4, 1868. In Ohio sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named to which reference is made as follows: In New York, chapter 917 of the laws of 1868, entitled an act authorizing the consolidation of certain railroad companies. In Pennsylvania, an act, supplementary to an act, regulating railroad companies, approved the 17th day of February, A. D. 1849, approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana, section 3971, revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the foreclosure of mortgages upon its railway, it

was sold in May, 1887. Companies incorporated under the laws of the five states above named, respectively, bought from the purchasers the portions in their respective states. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887. The Cleveland and State Line Railroad Company, whose articles of incorporation were filed with Secretary of State August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with Secretary of State June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several states to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with Secretary of State August 15, 1887. Name of consolidated company: The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above-named consolidated company with constituent companies in Ohio and Indiana, filed with Secretary of State, September 27, 1887. Lease of Chicago and State Line railroad from the Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company, dated September 20, 1887. As this company is the owner of the capital stock of the Chicago and State Line Railroad Company which does not keep up an independent organization for the purpose of distributing income, the lease is treated as affecting a consolidation in fact. Consolidation was affected under the laws of the several states, except the lease of the Chicago and State Line railroad, which was made by authority of chapter 114, section 34, of revised statutes of Illinois, and section 3973 of revised statutes of Indiana.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. K. Vanderbilt	New York, N. Y.	May, 1891.
Cornelius Vanderbilt	New York, N. Y.	do.
Fred. W. Vanderbilt	New York, N. Y.	do.
Hamilton McK. Twombly	New York, N. Y.	do.
John S. Kennedy	New York, N. Y.	do.
James A. Roosevelt	New York, N. Y.	do.
Chauncey M. Depew	New York, N. Y.	do.
Fred. P. Olcott	New York, N. Y.	do.
Allyn Cox	New York, N. Y.	do.
Daniel W. Caldwell	Cleveland, Ohio.	do.
Jeptha H. Wade	Cleveland, Ohio.	do.
Ralph W. Hickox	Cleveland, Ohio.	do.
Chas. M. Reed	Erie, Pa.	do.

Date of last meeting of stockholders for election of directors: May 7, 1890.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board	Wm. K. Vanderbilt	New York, N. Y.
President	D. W. Caldwell	Cleveland, Ohio.
Secretary and Treasurer	Allyn Cox	New York N. Y.
Assistant Treasurer	H. Hammersley	Cleveland, Ohio.
General Counsel	Samuel E. Williamson	Cleveland, Ohio.
Auditor	James P. Curry	Cleveland, Ohio.
Purchasing Agent	M. M. Rodgers	Cleveland, Ohio.
General Passenger Agent	B. F. Horner	Cleveland, Ohio.
General Freight Agent	G. B. Spriggs	Cleveland, Ohio.
General Superintendent	Lewis Williams	Cleveland, Ohio.
Division Superintendent	A. W. Johnston	Cleveland, Ohio.
Division Superintendent	C. D. Gorham	Fort Wayne, Ind.
Superintendent of Motive Power	John Mackenzie	Cleveland, Ohio.
Superintendent of Telegraph	George T. Williams	Cleveland, Ohio.
Car Accountant	J. M. Daly	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Main line owned:				
New York, Chicago and St. Louis railroad. .	Buffalo, N. Y.	The boundary line between the States of Indiana and Illinois.	502.56	43.98
Line operated under lease:				
Chicago and State Line railroad, ...	The boundary line between the States of Indiana and Illinois,	Grand Crossing, Ill..	9.96	. . . .
Line operated under trackage rights:				
New York, Lake Erie and Western railroad,	In Buffalo, N. Y., . .	. . . . .	1.60	. . . .
Lake Shore and Michigan Southern railway,	Grand Crossing, Ill..	Chicago, Ill., ...	8.90	. . . .
Total mileage operated, ...	. . . . .	. . . . .	523.02	43.98

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$46,223,476 26	Capital stock, ...	$30,000,000 00
Cost of equipment, ...	3,616,721 50	Funded debt, ...	19,784,000 00
Cash and current assets, ...	1,241,804 23	Current liabilities, ...	677,525 69
Total, ...	$51,082,001 99	Accrued interest on funded debt not yet payable, ...	196,400 00
		Sinking fund account, ...	199,954 25
		Profit and loss, ...	224,122 05
		Total, ...	$51,082,001 99

CONTRACTS, AGREEMENTS, ETC.

Express companies: American—Terms, We receive at the rate of six cents per ton per mile on all tonnage between Cleveland and Chicago, and $200 per month between Cleveland and Buffalo.

Mails: The annual compensation allowed this company by the United States government for the transportation of mails is $25,819.61.

Fast freight lines: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, Southwest Despatch, White Line Central Transit Company.

All are coöperative lines owned by the companies over whose roads they run.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	WHAT ROAD MORTGAGED. Miles.	Amount of mortgage per mile of line.
First mortgage bonds, ...	Buffalo, N. Y., . .	Grand Crossing, Illinois.	512.52	$38,601 42

All equipment and income mortgaged. The railroad of the Chicago and State Line Railroad Company is not technically mortgaged, but all its securities and stock are pledged to the mortgagee.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	14	$67,750 00	. . . . .
General office clerks,	98	79,827 41	$2 23
Station agents,	101	61,249 80	1 66
Other station men,	343	186,955 14	1 49
Enginemen,	154	215,952 10	3 84
Firemen,	154	119,305 35	2 12
Conductors,	103	122,161 10	3 25
Other trainmen,	158	128,309 47	2 22
Machinists,	96	64,134 55	1 88
Carpenters,	54	35,870 75	1 82
Other shopmen,	497	270,467 50	1 49
Section foremen,	100	61,183 80	1 67
Other trackmen,	593	219,693 45	1 01
Switchmen, flagmen and watchmen,	397	268,733 78	1 85
Telegraph operators and dispatchers,	134	83,472 20	1 71
All other employes and laborers,	320	229,664 10	1 97
Total,	3,316	$2,214,730 50	. . . . .
Distribution of above:			
General administration,	112	$147,577 41	. . . . .
Maintenance of way and structures,	801	516,788 27	. . . . .
Maintenance of equipment,	641	415,430 62	. . . . .
Conducting transportation,	1,762	1,134,934 20	. . . . .
Total,	3,316	$2,214,730 50	. . . . .
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	152	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$99,187 08	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	44	12
Number wooden,	14	2
Trestles:		
Number,	281	12
Aggregate length,	28,722 feet.	1,555 feet.
Telegraph:		
Miles of line operated by this company,	512.6	43.98
Miles of wire operated by this company,	1,537.8	131.9
Miles of line operated by National Telegraph Company,	512.6	43.98
Miles of wire operated by National Telegraph Company,	6,599.75	571.73

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Under the sinking fund provisions of the mortgage, if in any year ending on September 30, the earnings are $900,000, or more, over actual operating expenses and bonds can be bought at a rate not exceeding 102 per cent. and accrued interest, $100,000 is to be paid to the trustee, and same to be applied by it in the purchase of bonds. The bonds thus purchased are to be cancelled by the trustee and surrendered to this company. Should the trustee be unable, in any year, when the earnings are $900,000, or more, over actual operating expenses, to purchase bonds at or less than the rate named above for such year, the $100,000 does not have to be paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Nickel Plate Line, Traders' Despatch, Interstate Despatch, South West Despatch, White Line Central Transit Company.

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: November 23, 1880.

By what authority incorporated: Under general railroad law of 1868.

If a consolidated company, name the constituent companies: Consolidated and merged into the New York, Lackawanna and Western railway of New York, October 23, 1883, which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William R. Storrs,	Scranton,	Until next election.
James Archbald,	do.	do. do.
Garret Bogart,	do.	do. do.
James W. Fowler,	do.	do. do.
Robert McKenna,	do.	do. do.
John F. Snyder,	do.	do. do.
Walter Dawson,	do.	do. do.

Date of last meeting of stockholders for election of directors: November 11, 1880.

Postoffice address of general office: Scranton.

Postoffice address of operating company: 26 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	William F. Hallstead,	Scranton.
Secretary,	Fred. F. Chambers,	New York city.
Treasurer,	Fred. H. Gibbens,	New York city.
General Manager,	William F. Hallstead,	Scranton.

PROPERTY OPERATED.

New York, Lackawanna and Western railway of Pennsylvania, crossing state line three times into townships of Athens and South Waverly, Bradford county, Pa., total mileage of road (all in Pennsylvania), ... 6.41

GENERAL BALANCE SHEET.

The cost of this road is included in the cost of the New York, Lackawanna and Western railway of New York, and the exact cost of the six miles lying in Pennsylvania cannot be ascertained; no assets.

The only liabilities are the 240 shares of stock, par value being $12,000.00, held in trust for the New York company, which company has issued $12,000.00 of its own stock in exchange therefor; no unfunded debt; the stock pays no dividend.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	8	8

Gauge of track, ... 4 ft. 8½ in.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization: Certificate filed April 27, 1878.

By what authority incorporated: Under the general railroad act of State of New York, dated April 2, 1850.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Josiah Belden	7 West Fifty-first street, New York city	November 25, 1890
Henry H. Cook	1 East Seventy-eighth street, New York city	do.
Samuel M. Felton, Jr.	21 Cortlandt street, New York city	do.
William N. Gilchrist	Windsor Hotel, New York city	do.
James J. Goodwin	45 West Thirty-fourth street, New York city	do.
Morris K. Jesup	197 Madison avenue, New York city	do.
John King	21 Cortlandt street, New York city	do.
William Libbey	Inwood, N. Y.	do.
John G. McCullough	21 Cortlandt street, New York city	do.
Ogden Mills	2 East Sixty-ninth street, New York city	do.
Cortlandt Parker	Newark, N. J.	do.
George W. Quintard	43 West Thirty-third street, New York city	do.
M. F. Reynolds	Rochester, N. Y.	do.
William L. Strong	12 West Fifty-seventh street, New York city	do.
J. Lowber Welsh	Philadelphia	do.
William A. Wheelock	13 West Forty-eighth street, New York city	do.
William Whitewright	16 West Twenty-second street, New York city	do.

Date of last meeting of stockholders for election of directors: November 26, 1889.

Postoffice address of general office: P. O. box 839, New York City.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John King	21 Cortlandt street, New York city.
First Vice President	S. M. Felton, Jr.	do. do.
Second Vice President	E. B. Thomas	do. do.
Third Vice President	A. Donaldson	do. do.
Secretary	A. R. Macdonough	do. do.
Treasurer	Edward White	do. do.
Assistant Treasurer	W. B. Bancker	do. do.
Chief Engineer	C. W. Buchholz	do. do.
General Solicitor Attorney or Counsel	James A. Buchanan	do. do.
Assistant Attorney	Charles Steele	do. do.
Auditor	W. Farrington	do. do.
Auditor of Traffic	E. P. Campbell	do. do.
Auditor of Disbursements	N. S. Rutter	do. do.
Freight Traffic Manager	George H. Vaillant	do. do.
General Passenger Agent	W. C. Rinearson	do. do.
General Freight Agent	F. L. Pomeroy	do. do.
Division Superintendent	W. W. Stearns	Jersey City, N. J.
Division Superintendent	W. H. Starr	Port Jervis, N. Y.
Division Superintendent	J. H. Parsons	Susquehanna, Pa.
Division Superintendent	W. L. Derr	Carbondale, Pa.
Division Superintendent	G. A. Thompson	Rochester, N. Y.
Division Superintendent	M. W. Maguire	Hornellsville, N. Y.
Division Superintendent	C. A. Brunn	Buffalo, N. Y.
Division Superintendent	J. F. Maguire	Jersey City, N. J.
Superintendent of Telegraph	W. J. Holmes	21 Cortlandt street, New York city.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
New York, Lake Erie and Western railroad.	Piermont, N. Y.	Dunkirk, N. Y.	446.63	44.12
Newburgh branch.	Newburgh, N. Y.	Greycourt, N. Y.	18.73	.....
Newburgh and New York railroad	Arden Junction, N. Y.	Vails Gate Junction, N. Y.	12.64	.....
Buffalo branch.	Hornellsville, N. Y.	Attica, N. Y.	60.92	.....
Edgerton branch.	Erie Breaker, Pa.	Edgerton Breaker, Pa.	2.36	2.36
Paterson and Hudson railroad. Long Dock Company's Railroad Paterson and Ramapo railroad. Union railroad.	Jersey City, N. J.	Suffern, N. Y.	31.24	.....
Montgomery and Erie railroad.	Goshen, N. Y.	Montgomery, N. Y.	10.43	.....
Goshen and Deckertown railroad.	Goshen, N. Y.	Pine Island, N. Y.	11.64	.....
Hawley branch.	Lackawaxen, Pa.	Hawley, Pa.	15.61	15.61
Lockport and Buffalo railway.	Tonawanda, N. Y.	Lockport, N. Y.	13.76	.....
Rochester and Genesee Valley railroad.	Avon, N. Y.	Rochester, N. Y.	18.40	.....
Avon, Genesee and Mt. Morris railroad.	Avon, N. Y.	Mount Morris, N. Y.	17.70	.....
Buffalo and South Western railroad.	Buffalo Creek railroad junction.	Jamestown, N. Y.	66.36	.....
Weehawken branch.	Bergen Junction, N. J.	D. & H. Coal Docks, N. J.	3.44	.....
Northern Railroad of New Jersey	Bergen Junction, N. J.	Nyack, N. Y.	26.05	.....
Erie and International railway.	Main street, Buffalo, N. Y.	International Bridge.	4.50	.....
Erie and Black Rock railroad.	International Junction N. Y.	Black Rock, N. Y.	1.14	.....
Conesus Lake railroad.	Hamilton, N. Y.	Lakeville, N. Y.	1.61	.....
Bergen and Dundee railroad.	Garfield, N. J.	Dundee, N. J.	2.45	.....
Paterson, Newark and New York railroad.	Paterson, N. J.	Newark, N. J.	11.32	.....
Newark and Hudson railroad.	Bergen, N. J.	Newark, N. J.	5.62	.....
Bergen County railroad.	Rutherford Junction, N. J.	Ridgewood Junction, N. J.	9.82	.....
Jefferson railroad, Honesdale branch.	Hawley, Pa.	Honesdale, Pa.	8.18	8.18
Jefferson railroad, Carbondale branch.	Lanesboro', Pa.	Carbondale, Pa.	36.65	36.65
Middletown and Crawford railroad.	Crawford Junction, N. Y.	Pine Bush, N. Y.	10.22	.....
Buffalo, Bradford and Pittsburgh railroad.	Carrollton, N. Y.	Gilesville, Pa.	26.17	18.33
Buffalo, New York and Erie railroad.	Painted Post, N. Y.	Buffalo, N. Y.	140.25	.....
Suspension Bridge and Erie Junction railroad.	East Buffalo, N. Y.	Suspension Bridge, N. Y.	24.01	.....
Niagara River and Erie railroad. Erie and Niagara River railroad. Docks Connecting railway.	Not constructed.			
Total mileage operated.	.....	.....	1,037.85	125.25

BONDS OWNED.

NAME.	Cost as per books.	Total amount held—par.	Rate.	Income or interest received.
Newark and Hudson railroad,		$250,000 00	7 per ct.,	$17,500 00
Pavonia Horse railroad, $100,000, sold,			7 per ct.,	7,000 00
Middletown and Crawford railroad,	$46,800 00	46,800 00	7 per ct.,	3,276 00
New York, Lake Erie and Western Coal and Railroad Company,		3,000,000 00	6 per ct.,	180,000 00
Paterson and Newark railroad,	14,500 00	500,000 00	7 per ct.,	35,000 00
Long Dock Company,		96,000 00	7 per ct.,	6,720 00
Buffalo, Bradford and Pittsburgh railroad,		185,000 00	7 per ct.,	12,950 00
Suspension Bridge and Erie Junction railroad,		35,000 00	7 per ct.,	2,450 00
Hillside Coal and Iron Company, real estate bond,		100,000 00	6 per ct.,	6,000 00
New York, Lake Erie and Western Coal and railroad, real estate bond,		75,000 00	6 per ct.,	4,500 00
New York and Greenwood Lake railway,	236,524 60	821,146 82		
Watchung railway,	22,795 00	114,000 00		
Avon, Geneseo and Mt. Morris railroad,	20,000 00	20,000 00		
As per balance sheet,	$340,619 60			
Bonds acquired from the Erie Railway Company not on the books of the New York, Lake Erie and Western Railroad Company:	*Par.*			
Buffalo, Bradford and Pittsburgh railroad,	$185,000 00			
Lamont Mining and Railroad Company,	30,000 00	30,000 00		
Mariposa Company,	1,000 00	1,000 00		
Newark and Hudson railroad,	250,000 00			
New York and Pennsylvania Blue Stone Company,	15,000 00	15,000 00		
Patterson and Newark railroad,	485,500 00			
Suspension Bridge and Erie Junction,	35,000 00			
Long Dock Company,	96,000 00			
	$1,097,500 00			
Received for advances, etc., not on the books:				
New York, Lake Erie and Western Coal and Railroad Company,	$3,000,000 00			
New York, Lake Erie and Western Dock and Improvement Company,	2,466,000 00	2,466,000 00		
	$5,466,000 00			
Interest on amount deposited with the Farmers' Loan and Trust Company by the New York Central and Hudson River Railroad Company, for value of lands taken for crossings,				695
Total par value,		$7,754,946 82		$276,091 58

STOCKS OWNED.

NAME.	Cost as per books.	Total par value.	Rate.	Income or dividend received.
Buffalo Creek Railroad Company,	$122,565 00	$125,000 00	90 per ct.,	$112,500 00
Buffalo, Bradford and Pittsburgh Railroad Company,	16,679 50	170,000 00		
Watchung Railway Company,	1,555 95	41,250 00		
Blossburg Coal Company,	2,000,000 00	1,000,000 00		
Preferred stock, Erie Railway Company,	25 00	25 00		
New York, Lake Erie and Western Docks and Improvement Company,	594,290 04	604,000 00		
Middletown and Crawford Railroad Company,	42,000 00	80,000 00	5 per ct.,	4,000 00
Conesus Lake Railway Company,	7,000 00	18,750 00		
Niagara River and Erie Railroad Company,	1,000 00	1,000 00		
As per balance sheet,	$2,785,115 49			
Stocks acquired from the Erie Railway Company not on the books of the New York, Lake Erie and Western Railroad Company:	*Par.*			
Avon, Geneseo and Mount Morris Railroad Company,	$30,750 00	30,750 00	6 per ct.,	1,845 00
Buffalo, New York and Erie Railroad Company,	575,900 00	575,900 00	7 per ct.,	40,313 00
Compressed Safety Air Brake Company,	30,500 00	30,500 00		
Erie International Railway Company,	50,000 00	50,000 00		
Hillside Coal and Iron Company,	1,000,000 00	1,000,000 00		

STOCKS OWNED—CONTINUED.

NAME.	Cost as per books.	Total par value.	Rate.	Income or dividend received.
Stocks acquired, etc.—*Continued.*	*Par.*			
Harbor Wrecking Company,	$2,000 00	$2,000 00		
Jefferson Railroad Company,	2,095,450 00	2,095,450 00		
Lackawanna and Susquehanna Coal and Iron Company,	40,000 00	40,000 00		
Monticello and Port Jervis Railroad Company,	10,000 00	10,000 00		
New York and Greenwood Lake Railway Company,	10,000 00	10,000 00		
Nyack and Northern Railway Company,	16,100 00	16,100 00		
Newark and Hudson Railroad Company,	249,800 00	249,800 00		
New York and New Jersey Provision Dealers Association,	20,000 00	20,000 00		
Northwestern Mining and Exchange Company	500,000 00	500,000 00		
New Jersey and New York Railroad Company,	40,800 00	40,800 00		
Pennsylvania Transportation Company,	450,600 00	450,600 00		
Paterson and Newark Railroad Company,	250,000 00	250,000 00		
Pavonia Ferry Company,	100,000 00	100,000 00		
Rochester and Genesee Valley Railroad Company,	149,400 00	149,400 00	6 per ct.,	$8,964 00
Reno Company,	5,123 00	5,123 00		
Suspension Bridge and Erie Junction Railroad Company,	470,300 00	470,300 00		
Southern Central Railway Company,	89,900 00	89,900 00		
Long Dock Company,	800,000 00	800,000 00		
Towanda Coal Company,	450,000 00	450,000 00		
Union Steamboat Company,	994,100 00	994,100 00		
Wallkill Valley Railroad Company,	19,900 00	19,900 00		
Buffalo, Bradford and Pittsburgh Railroad Company,	2,019,900 00	2,019,900 00		
	$10,470,523 00			
Received for advances made, etc.;				
Bergen County Railroad Company,	$200,000 00	200,000 00		
Erie and Wyoming Valley Railroad Company,	740,000 00	740,000 00		
New York, Lake Erie and Western Coal and Railroad Company,	79,400 00	79,400 00		
New Castle and Shenango Valley Railroad Company,	500 00	500 00		
Total par value,		$13,530,448 00		$167,622 00

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,	$154,510,808 53		Capital stock,	$85,936,800 00
Cost of equipment,	6,635,114 90	$161,145,923 43	Funded debt,	77,756,205 10
Bonds of other companies owned,	$340,619 00		Current liabilities,	5,689,168 22
Stocks of other companies owned,	2,785,115 49	3,125,735 09	Accrued interest on funded debt not yet payable,	897,931 46
Other permanent investments:			Accrued rentals of leased lines not yet payable,	340,806 85
Improvements and additions to leased lines,	$1,081,174 87		Over-due coupons on second consolidated bonds unfunded,	1,968 00
Amounts paid on account of equipment,	3,387,402 14	4,468,577 01	Profit and loss,	9,195,801 63
Advances to other companies:			Total,	$179,818,681 26
Chicago and Atlantic Railway Company,	$2,214,683 35			
N. Y., L. E. & W. Coal & Railroad Co.,	2,084,544 10			
Other companies,	1,281,212 47	5,580,439 92		
Cash and current assets,		4,306,857 97		
Other assets:				
Erie Coal companies, etc.,		1,191,147 84		
Total,		$179,818,681 26		

IMPORTANT CHANGES DURING THE YEAR.

Stock issued in exchange for stock of the Erie Railway Company,	$19,000 00	
Preferred stock sold,	380,200 00	
		$399,200 00
Collateral trust bonds redeemed,	$9,000 00	
Less over-due coupons, second consolidated bonds, funded,	3,960 00	
		5,040 00

CONTRACTS, AGREEMENTS, ETC.

EXPRESS COMPANIES.

Wells, Fargo & Co.; contract for fifteen years from March 16, 1888; gives express company exclusive right to send its business over railroad company's lines, paying forty per cent. of gross earnings. Free transportation and free telegraph for express company's officers and agents. No business to be done over competing railroad lines.

Wells, Fargo & Co.; November 1, 1889; supplement to original of March 16, 1888.

Fuller's Patterson Express; for five years from April 1, 1888; railroad company to convey express matter between New York and Paterson, receiving thirty per cent. of gross revenue. Express to run no other line.

SLEEPING CAR COMPANIES.

Pullman's Palace Car Company; contract for twenty-five years from February 1, 1888; gives car company exclusive right to furnish cars on all trains and roads of railroad company, keeping cars in all repair. Railroad company pays as cost of maintaining running gear and bodies two cents per car per mile, supplies oil, fuel, water, ice, bell cords and couplings, air brake hose, and cleans cars and gives storage for bedding and supplies. Free passes exchanged for general and division officers. No mileage paid when revenue per car exceeds $7,500.00 a year.

MAILS.

No contract service recognized.

TELEGRAPH COMPANIES.

Western Union Telegraph Company; contract for twenty-five years from June 1, 1878; railroad gives right of way for wires over lines and branches. Two lines established, one for public business, one for railroad business, each to serve in case the other interupted. Telegraph company gives free use of main batteries, and furnishes them at fifteen specified stations, sends free $18,000.00 yearly of Union steamboat messages, gives use of patents, and three cables over North river, retains ocean cable receipts, and receipts of four main offices. Railroad receives monthly one-half other gross receipts. Telegraph franks to thirty specified railroad officers, free transport over railroad for telegraph officers and material.

Western Union Telegraph Company; August 2, 1889; for construction of telegraph lines.

FREIGHT OR TRANSPORTATION COMPANIES OR LINES.

Anglo-American Packing and Provision Company; dated April 1, 1881, term three years and until three months notice to end; company to furnish refrigerator cars and send all live stock by them on payment of mileage by railroad company of one cent per mile till 1892.

American Transfer Company; term January 1, 1887, till three months notice to end; transfer company to lay pipes and tanks from Carrolton and transfer oil over Erie lines only, receiving twenty cents per barrel of forty-five gallons.

Hoosac Tunnel Dock and Elevator Company; term ten years from date commencing business by the company; agrees to furnish dock and elevator facilities in consideration of receiving all freight transported, and payment of fixed rates for handling.

Swift & Co.; term five years from March 18, 1885; gives exclusive transport of dressed beef and mutton to Erie, Lehigh Valley, Grand Trunk and Chicago and Atlantic Companies, supplies cars therefor, and barges and lighters. Rates to 1.75 of lowest net live stock rate. Roads to pay mileage at customary rates, and expense of lighterage, or cost of delivery by teams.

New York, Lake Erie and Western Company, New York, Pennsylvania and Ohio Railroad Company, with Pickands, Mather & Co. and others; term ten years from May 1, 1888; leases ore docks at Cleveland, agrees to complete equipment for business; lessees to operate docks and ship over lessor's lines, at rates as low as those of any other railroad companies.

Minnesota Iron Company; four years from January 5, 1888, and continuing till one year's notice to end; leases docks at Buffalo to be completed, equipped and maintained by iron company; exclusive shipments over railroad at rates not over those of other lines; lease assigned to Minnesota Dock Company.

Standard Oil Company; January 14, 1881, till terminated by joint agreement; grants exclusive right of way to lay pipes, twenty-five per cent. of all crude oil product in Oil Creek, Parker, and Bradford districts to be shipped to Erie, at through rates as low as by any other transportation lines, of which railroad shall receive not less than fifty per cent.; supplement, provides for branch line and tanks near Port Jervis, and mileage paid for oil cars by road to be current rates of other lines.

Standard Oil Company and National Transit Company; assignment to latter company of the two agreements of January 14, 1881, and consent thereto of Erie company.

National Transit Company; June 28, 1884; pipe lines being completed, oil company will hereafter pump oil instead of carrying, and is released from payment to road of fifty per cent. of freight reserved under former contracts.

National Transit Company and Standard Oil Company with Erie and New York, Pennsylvania and Ohio Railroad Company; August 21, 1884, during lease to Erie of New York, Pennsylvania and Ohio railroad; grants right to lay pipes across Cleveland and Mahoning and other branch lines. In exchange right granted to string wires on certain poles of transit company; Standard Oil Company will ship over railroad lines not less than one-third of its products eastward, at as low rates as competing lines give. Road may elect to decline or resume business.

Imperial Refining Company, Standard Oil Company, and New York, Pennsylvania, Ohio and Erie Company; January 1, 1886, ten years' term; lease of filling station at Oil City; if roads transports all oil from said station, no rent to be paid. If only part transported, proportionate rent payable. If no shipment is made for six months, rent to be at rate of five hundred dollars a year.

Standard Oil Company and Chicago and Atlantic Railway Company; February 16, 1888; makes contract of August 21, 1884, immediately applicable as to Chicago and Atlantic road.

Northern Steamship Company; March 28, 1890; interchange of traffic.

Erie Elevator Company; March 15, 1890; purchase of freight cars.

RAILROAD COMPANIES.

Addison and Northern Pennsylvania Railroad Company; term 36 years from January 1, 1883; the Addison and Northern Pennsylvania agrees to send all its freight over the Erie line—and the Erie reserves ten per cent. of the revenue therefrom to meet bond interest of Addison and Northern Pennsylvania road—and gives depot facilities and fair rates.

Allegheny and Kinzua Railroad Company; January 13, 1888, term ten years; distribution of rates over connection to be built by the Allegheny and Kinzua company, with the West Branch road, McKean county, Pennsylvania; rates modified by supplement May 1, 1888.

Boston, Hoosac Tunnel and Western Railroad Company, Fitchburg Railroad Company, Delaware and Hudson Canal Company, as lessees; term twenty years from November 1, 1877; agreement regulating through traffic over lines of the parties on agreed rates.

Buffalo, New York and Philadelphia Railroad Company, Rochester and Pittsburgh Railroad Company; March 9, 1885; agreement for joint board regulating rates of transportation of bituminous coal.

Delaware and Hudson Canal Company; term to January 25, 1898; canal company to send over railroad company's lines all coal not shipped by its own roads, to maintain docks at Weehawken, and yards at Carbondale; railroad company to receive for haul fifty per cent. of the selling price per ton, less nine cents for rent to Hoboken Land and Improvement Company, and to pay $50,000.00 yearly for use of docks. $4,000.00 for use of yard and five and one-half cents per ton for transfer at Carbondale.

Delaware and Hudson Canal Company; January 25, 1888; supplement to contract of April 7, 1885, extending term thereof ten years, and providing for second track on Jefferson railroad.

Delaware and Hudson Canal Company; May 6, 1889; term to January 25, 1898; provides for distribution of coal cars at Carbondale, and for trackage to be paid by Delaware and Hudson over parts of Jefferson railroad.

Indiana, Bloomington and Western Railroad Company; term from August 10, 1885, till ended by sixty days' notice; gives Erie passenger trains the right to run over 10.9 miles of grantor's track, on condition that all its passenger business is done over grantor's line, on agreed percentage of charges.

Kanona and Pittsburgh Railroad Company; December 8, 1888, term ten years; to deliver freight and passengers to Erie line at current local rates, and an agreed proportion of through rates.

Jersey City and Albany Railway Company; September 12, 1879; Erie agrees not to charge at competitive points less than Jersey City and Albany charges, they to make reasonable rates.

Lake Shore and Michigan Southern Railway Company and Pittsburgh and Lake Erie Railroad Company; May 31, 1887, term ten years; Erie to transport freight cars from its connections at Youngstown over a branch road from Pittsburgh and Lake Erie line to property of Ohio Iron and Steel Company, at Lowellville, at agreed rates.

Lake Shore and Michigan Southern Railway Company, with Erie Company as lessee of New York, Pennsylvania and Ohio railroad; October 1, 1888; term ten years with provision to extend to ninety years; lease of nine miles of Sharon railway at $7,500.00 a year.

Lake Shore and Michigan Southern Railway Company; January 1, 1889; the Lake Shore Company conveys real estate at Dunkirk, and grants joint use of eight hundred and fifty-six feet of track, Erie grants joint use of Dunkirk station, for one hundred years, terminable at decennial periods.

Little Saw Mill Run railroad; May 16, 1889; term till April 1, 1889; settlement of proportion of rates on coal carried over Little Saw Mill line.

New York Central and Hudson River Railroad Company; May 7, 1888; term till abrogation by a year's written notice; New York Central agrees to haul Erie freight cars across Niagara river to Tonawanda Island, and gives use of its tracks on Gratwick's dock at fixed rates.

Pennsylvania, New York Canal and Railroad Company, and Lehigh Valley Railroad Company; ten years from May 1, 1882, and till one year's written notice to end; Erie gives trackage between Waverly and Elmira, for two cents a ton heavy freight and one cent a ton light, reasonable rent of Elmira and Waverly yards and stations. Erie gives temporary trackage from Waverly to Buffalo, Rochester and western points and terminal facilities at fifty per cent. of actual earnings. Reasonable compensation to be made for stations and switching. Through rates not to be less than Erie rates via Carbondale. Erie may transport coal mined by it over the two other lines on like terms.

Pennsylvania Coal Company; May 17, 1889; no term fixed; settles compensation for transfer of coal at Weehawken Piers, at ten cents per gross ton.

Pittsburgh and Lake Erie Railroad Company: April 14, 1889; term till ended by six months' notice from either; settlement of rates on business over the Pittsburgh line from points south of New Castle.

Pittsburgh, Charities and Youghiogheny Railway Company, and Pittsburgh and Lake Erie Railroad Company, and Lake Shore and Michigan Southern Railway Company; May 16, 1889; term till April 1, 1890; settlement of division of coal traffic from Pittsburgh, Chartiers and Youghiogheny railroad.

Receivers of New Jersey and New York railway; term from June 1, 1878, during Erie charter; Erie gives trackage over nine miles at agreed tolls—and labor at unloading points at thirty-five cents a ton, and water transportation from Chamber street, at seventy cents a ton—rates readjusted every five years. Receivers take marine and fire risks.

Moosic Mountain and Carbondale Railroad Company; five years from August 16, 1887; Erie Railroad Company to build road four miles from mines to Delaware and Hudson railroad, Moosic railroad to furnish rails and maintain, and deliver all their output, less twenty per cent. for operating works, paying cost of road out of fifty per cent. rebates on freight, and to furnish a fair proportion of cars. Rates charged to be as low as to any other shipper.

New York and New England Railroad Company; terms three years from June 1, 1887; New England Company to provide and maintain ferry at Newburgh. Each company as far as lawful to have but two connections, of which the other shall be one. Basis of division of freight and passenger rates agreed on.

Pittsburgh and Western Railroad Company; August 15, 1884, ends on six months' notice; interchange traffic near Mt. Jewett, Pennsylvania; station and agent at that point to be at joint expense. Rates to that point to be not more than two cents per hundred over those to Kane. Through rates on competitive business to be fixed by officers of companies and divided on mileage basis.

Rochester and Pittsburgh Railroad Company; one year from May 28, 1885; agreement to maintain rates between competing points on both roads and pool gross earnings, and settling rates and their division.

Utica and Elmira Railroad Company; date January 2, 1875; term indefinite; provides for laying a third rail from Elmira to Horsehead Junction—also to Corning. provides for payment of cost of same—manner of joint use and division of revenue;

Silver Lake Ice Company; term five years from December 1, 1885; exclusive transportation of ice given to railroad company, paying one-half gross sales prices at Buffalo and Rochester, less forty-six cents per ton to Buffalo and thirty-two and one-half cents per ton to Rochester.

Williamsville, Marlborough and Buffalo Railroad Company; March 28, 1888; term one year, extendible to two; temporary operation till railroad is finished. Rates and division of revenue to be settled by officers of both, or by umpire. Actual expenses charged by Erie not to exceed fifty dollars a day.

Delaware and Hudson Canal Company; September 11, 1889; distribution of cars.

New York, Pennsylvania and Ohio Railroad Company; October 1, 1889; modification of original lease.

Same; December 6, 1889; arbitration agreement.

Same; April 1, 1890; equipment trust.

Pennsylvania, Poughkeepsie and Boston Railroad Company; August 2, 1889, agreement for telegraph line and use of tracks.

Buffalo and Southwestern Railroad Company; October 31, 1889; modifying lease reducing rent.

Buffalo Creek Railroad Company; December 31, 1889; lease of that road to the Erie and Lehigh Valley Railroad Company jointly; term, charter life, less one day; of Buffalo Creek Company. Rent, interest on $250,000 00 bonds—dividend seven per cent. on $250,000.00 stock and $500.00 organization expenses yearly.

Cincinnati, Hamilton and Dayton Railroad Company; April 24, 1890; agreement for interchange of traffic.

Cleveland and Southwestern Railroad Company; May 21, 1890; trackage agreement.

Dunkirk, Allegheny Valley and Pittsburgh Railroad Company; August 1, 1889; agreement as to terminal facilities at Dunkirk.

OTHER CONTRACTS.

Edward Annan; contract December 20, 1886; term during lease of Erie elevator; to deliver grain from Erie elevator exclusively, receiving therefor twenty-seven cents a ton.

Cooper & Hewitt; ten years from January 1, 1888; fixes rates for transportation of ice on cars forty cents a ton to Jersey City, on refrigerator cars forty-nine cents a ton, on floats fifteen dollars per ten cars on float.

Fail Lawn Coal Mining Company; July 30, 1883; term indefinite; agrees to give all out-put of its mines for transport by Erie lines receiving car accommodation, and rates as low as other parties.

Galusha A. Grow; term indefinite; agrees to send from Brady's Bend mines 100,000 tons of coal yearly, on customary terms, upon being supplied with one hundred and fifty cars exclusively.

Havemeyers & Elder; term ten years from August 1, 1875, with provision for extension; agrees to ship all their freight over Erie lines, receiving from the railroad company two dollars and fifty cents for each loaded car east bound, and two dollars each car west bound.

Albert J. Hoole and Charles W. Austin; term five years from June 12, 1888, and till one year's notice thereafter; company will transport all coal from their mines at the lowest rates given others, and will procure right of way for connection from their mines, receiving all their out-put.

Jessee Hoyt and Long Dock Company; term ten years from completion of buildings; leases site at Jersey City for elevator to be built by Hoyt. All grain shipped over railroad lines to be sent there on rates fixed for unloadening and elevating.

William and Mark Hoyt; term seven years from January 16, 1888; transfer small road known as the West Branch, for $10,000.00 to be paid in freight charges for shipments by Hoyt over it.

Langdon and Simpson; date February 1, 1883; term indefinite; will ship whole output of their mining properties, to be transported with sufficient cars by the railroad at same rates as other shippers.

Augustus C. Moore; July 19, 1881; consent of laying a track near its premises in Louisianna street, Buffalo, authorized by common council, of which he shall have exclusive use, except for passing of cars to and from points south therefrom.

Pennsylvania Coal Company; date November 4, 1882; term twenty-five years from completion of road to be built from Pittston to Hawley, and Erie agrees to procure that road to be built, and to transport over it all the coal company's output east bound at agreed rates; coal company to grant rights of way for new road, and to send over it and Erie lines all its output eastbound, and to sell to Erie the road from Hawley to Lackawaxen for $500,000.00.

Lowell M. Palmer; term ten years from September 1, 1881, with provision for extension; to ship all sugars from Williamsburgh over Erie lines, maintain necessary constructions there, insure property till delivered; railroad company to provide cars and pay one-fifth of a cent on each one hundred pounds freight delivered to it.

The Passaic County Agricultural Society; August 4, 1887; term four years; railroad company acquires exclusive right to carry passengers from Jersey City to and into the association race grounds. Railroad company to construct spur to race grounds.

The Ramapo Iron Works; twenty-five years from February 24, 1882; fixes freight rates from works near Ramapo, viz: to and from Jersey City, three cents per one hundred pounds; to and from Piermont, two cents per ton per mile; terminal

charges at Jersey City to be twenty cents on first and second class freight, ten cents all others.

Jesse Sprague; term ten years from July 1, 1883; regulates use of Sprague's elevator, at Rochester, fixes rates for storage and loading flour, not over two cents per barrel, and grain not over one cent a bushel.

The Union News Company; dated July 1, 1888; term one year; still in force; gives exclusive right to sell papers on trains and at stations, except certain passenger stations, for a fixed compensation. One agent of News Company to be carried free with one trunk.

Burrough Brothers; November 30, 1889; Erie agrees to turn its passenger traffic over Chautauqua Lake for agreed rates for one year, renewable for two years.

STEAMBOAT AND STEAMSHIP COMPANIES.

Lake Superior Transit Company; term one year from April 1, 1887, and till ended by thirty days' notice; companies form a through route between Lake Superior and all Erie stations; lake and rail rates to be the same as all-rail rates from Chicago eastward and divided on a constructive mileage basis.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line	What securities mortgaged.
First mortgage					
Second mortgage					
Third mortgage	Piermont, N. Y.	Dunkirk, N. Y.	447.00	$27,234.00	
Fourth mortgage					
Fifth mortgage					
Buffalo branch mortgage	Newburgh, N. Y.	Greycourt, N. Y.	18.73	37,880.41	
	Hornellsville, N. Y.	Attica, N. Y.	60.79	5,003.78	
	Piermont, N. Y.	Dunkirk, N. Y.	447.00		
	Newburgh, N. Y.	Greycount, N. Y.	18.73		
First consolidated mortgage	Hornellsville, N. Y.	Attica, N. Y.	60.79	31,848.82	
First consolidated funded coupon mortgage	Various leasehold interests subject to prior mortgages aggregating $2,190,000		213.13		
	Piermont, N. Y.	Dunkirk, N. Y.	447.00		
	Newburgh, N. Y.	Greycount, N. Y.	18.73		
	Hornellsville, N. Y.	Attica, N. Y.	60.79		
Reorganization first lien bonds	Main street, Buffalo	International branch	4.50		
Second consolidated mortgage	International Junction	Black Rock, N. Y.	1.14		
Second consolidated funded coupon mortgage	Hamilton, N. Y.	Lakeville, N. Y.	1.63	51,850.44	
Funded coupon bonds, 1884	Various leasehold interests subject to prior mortgages aggregating $11,400,000		506.94		
	Niagara River and Erie Railroad Company		8.00		
	Brockport and Shawmut Railroad Company		3.00		
					Shares.
	Blossburg Coal Company				10,000 stock.
	Buffalo, New York and Erie Railroad Company				5,759 stock.
	Buffalo Creek Railroad Company				1,249 stock.
	Hillside Coal and Iron Company				10,000 stock.
	Long Dock Company				8,400 stock.
	Union Steamboat Company				9,941 stock.
	Northwestern M. & E. Company				5,000 stock.
	Buffalo, Bradford and Pittsburgh Railroad Company				185 bonds.
	Newark and Hudson Railroad Company				200 bonds.
Collateral trust bonds	Newburgh and New York Railroad Company				196 bonds.
	New York, Lake Erie and Western Coal and Railroad Company				1,900 bonds.
	Paterson and Newark Railroad Company				349 bonds, $1,000
	Paterson and Newark Railroad Company				300 bonds, 500
	Docks and Improvement Company				604 bonds, 1,000
	New York and Greenwood Lake Railway Company				First mortgage, 488 bonds, 1,000
	New York and Greenwood Lake Railway Company				First mortgage, 1 bond, 500
	New York and Greenwood Lake Railway Company				First mortgage, 2 bonds, 100
	New York and Greenwood Lake Railway Company				Second mortgage, 382 bonds, 1,000
	New York and Greenwood Lake Railway Company				Second mortgage, 4 bonds, 100

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	63	$269,022 16	. . . . .
General office clerks	642	481,450 93	$2 41
Station agents	398	179,154 00	1 86
Other station men	916	500,122 18	1 74
Enginemen	743	862,898 24	3 22
Firemen	817	531,547 66	1 80
Conductors	443	449,018 21	2 80
Other trainmen	1,590	982,425 21	1 71
Machinists	545	370,668 53	2 17
Carpenters	748	495,295 30	2 11
Other shopmen	2,368	1,115,282 70	1 50
Section foremen	246	134,394 22	1 74
Other trackmen	1,494	569,169 13	1 21
Switchmen, flagmen and watchmen	1,016	623,970 00	1 70
Telegraph operators and dispatchers	419	243,176 19	1 64
Employes, account floating equipment	242	171,106 47	2 25
All other employes and laborers	4,245	1,984,979 69	1 49
Total	16,845	$9,964,938 25	$1 75
Distribution of above:			
General administration	705	$750,472 52	$3 40
Maintenance of way and structures	3,747	1,481,594 88	1 22
Maintenance of equipment	4,489	2,435,277 89	1 75
Conducting transportation	7,904	5,347,592 96	1 84
Total	16,845	$9,964,938 25	$1 75
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	Cannot separate.		
Total yearly compensation of employes in Pennsylvania			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	18	. . . . .
Number iron	383	31
Number wooden	105	5
Trestles:		
Number	78	15
Aggregate length	18,488	3,065
Tunnels:		
Number	2	. . . . .
Maximum length	4,381	. . . . .
Minimum length	230	. . . . .
Aggregate length of all tunnels	4,611	. . . . .
Telegraph:		
Miles of line owned by this company	933¼	242¼
Miles of wire owned by this company	3,486¼	469¾
Miles of line operated by this company	933¼	242¼
Miles of wire operated by this company	3,486¼	469¾

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: No provision.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station, Monroe, C. T. Knight; passenger station, Hampton, Mrs. T. V. Puff; passenger station, Guymard, A. J. Gumaer; station, Hamilton, J. H. Prettijohn; passenger station, freight station, use of yards and other terminal facilities at Carbondale, Pa., Delaware and Hudson Canal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Erie Despatch, Commercial Express, and Interstate Despatch.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Improvement Company, and changed to present title by decree of court, Pennsylvania, June 28, 1881. Original organization was under special act of Pennsylvania assembly of April 8, 1870.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. K. P. Hall	St. Mary's, Pa.	Second Monday in June, 1891.
Samuel Hines	Scranton, Pa.	do. do.
H. G. Clay	Philadelphia, Pa.	do. do.
J. Lowber Welsh	Philadelphia, Pa.	do. do.
A. R. Macdonough	New York, N. Y.	do. do.
A. Donaldson	New York, N. Y.	do. do.
E. B. Thomas	New York, N. Y.	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1890.

Postoffice address of general office: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. K. P. Hall	St. Mary's, Pa.
Secretary	Arthur Turnbull	New York city.
Treasurer	Edward White	New York city.
Division Superintendents	C. N. Merrick and D. Robertson.	

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Lake Erie and Western Coal and railroad	Crawford Junction	Johnsonburg	29.92	29.92
Alton Loop	Alton	Riderville	1.12	.....
Toby Branch	Brockwayville	Toby Mines	12.75	.....
Dagus branch	Daguscahonda	Dagus Mines	5.50	.....
Brockport and Shawmut railroad	Brockport	Shawmut village	3.00	22.37
Total mileage operated			.....	52.29

GENERAL BALANCE SHEET.

Dr.			Cr.	
Cost of road		$2,056,301 81	Capital stock	$500,000 00
Lands owned		511,390 31	Funded debt	3,000,000 00
Construction:			Mortgages on real estate	86,632 65
Roberts Lot Spur	$6,239 04		Accrued interest on funded debt not yet payable	30,000 00
Brockport and Shawmut railroad	21,195 26		Accrued interest on mortgages	2,388 98
Hazleton branch	2,016 43			
		29,450 73	Total	$3,619,021 63
Other assets:				
New York, Lake Erie and Western Railroad Company	$684,564 32			
North Western Mining and Exchange Company	198,177 85			
		882,742 17		
Profit and loss, deficit		139,136 61		
Total		$3,619,021 63		

CONTRACTS, AGREEMENTS, ETC.

This company has no independent contracts.

April 26, 1882: Agreement for interchange of traffic with the Philadelphia and Erie Railroad Company and its lessee, the Pennsylvania Railroad Company.

October 20, 1882: Contract with the Rochester and Pittsburgh Railroad Company, grants trackage over a part of the coal and railroad's road for a yearly payment of $49,800.00 and interest on cost of betterments and a portion of the expense of maintenance.

August 15, 1884: Contract with the Pittsburgh and Western Railroad Company arranges for extension of Pittsburgh and Western railroad to Mt. Jewett, and for the interchange of traffic, and for the employment of a joint agent at that point.

September 27, 1886: Contract with the Ridgeway Lumber Company to build a connecting line of three miles, and for the transportation of lumber over the same.

January 2, 1889: Contract with Wm. Hoyt, Mark Hoyt, sale and assignment to Hoyt of timber and hemlock bark on one hundred acres in Jones township, Elk county, Pa., with right to lay tracks to remove same on said land. Agreement runs only to January 1, 1893.

July 27, 1888: Contract with the Pennsylvania Railroad Company and Philadelphia and Erie Railroad Company, supplementary to contract of April 26, 1882, and reducing trackage rate from 5 mills to 4.

December 6, 1888: Contract with the Buffalo, Rochester and Pittsburgh Railroad Company, supplementary to contract of October 20, 1882, provides for monthly payments of money for improvements between Crawford Junction and Johnsonburg, and extends notice required to terminate former contract to two years instead of one.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.	Amount of mortgage per mile of line.
First mortgage bonds	Covering main line and branches. Also the coal lands in Elk and McKean counties, Pa., operated by the North Western Mining and Exchange Company.	49.29	$60,864 27

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	2	2
Number wooden	9	9
Trestles:		
Number	8	8
Aggregate length	2,012 feet.	2,012 feet.
Telegraph:		
Miles of line owned and operated by this company	48.42	48.42
Miles of wire owned by this company	48.42	48.42
Miles of line operated by this company	48.42	48.42
Miles of wire operated by this company	48.42	48.42

Gauge of track, ... 4 ft. 8½ in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

Operated by the Addison and Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. C. Platt	New York	January 14, 1891.
C. L. Pattison	Elkland, Pa.	do.
W. C. Sheldon	New York	do.
J. E. Jones	New York	do.
J. W. Hammond	Osceola, Pa.	do.
James Horton	Westfield, Pa.	do.
Arthur Clinton	Galeton, Pa.	do.
L. R. Gale	Galeton, Pa.	do.
B. H. Parkhurst	Elkland, Pa.	do.
G. R. Sheldon	New York	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: Addison, N. Y.

Postoffice address of operating company: Addison and Pennsylvania Railroad.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. L. Pattison	Elkland, Pa.
Vice President	Hon. T. C. Platt	New York.
Secretary	J. E. Jones	New York.
Treasurer	George R. Sheldon	New York.
General Passenger Agent General Ticket Agent General Freight Agent General Superintendent	Frank M. Baker	Addison, N. Y.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$100,000 00	Capital stock	$50,000 00
Cash and current assets	385 75	Funded debt	50,000 00
		Profit and loss	385 75
Total	$100,385 75	Total	$100,385 75

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation
General office clerks	1	$60 00	$0 20
Station agents	1	480 00	1 54
Section foremen	1	480 00	1 54
Other trackmen	4	1,431 20	1 10
Telegraph operators and dispatchers	1	360 00	1 15
All other employes and laborers	1	420 00	1 35
Total	9	$3,231 20	
Distribution of above:			
General administration	3	$900 00	$2 89
Maintenance of way and structures	5	1,911 20	2 64
Maintenance of equipment	1	420 00	1 35
Total	9	$3,231 20	$6 88
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	9		
Total yearly compensation of employes in Pennsylvania		$3,231 20	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	2	2
Trestles:		
Number	3	3
Aggregate length	870 feet.	

Gauge of track, ... 3 feet.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization: March 20, 1880.

By what authority incorporated: Under Ohio law, passed 11th March, 1880, volume 77, page 60, an act supplementary to the revised statutes of Ohio, title 2, chapters 1 and 2, to enable purchasers of railroads at judicial sales to become incorporated. Under the general laws of the Commonwealth of Pennsylvania and under laws of the State of New York of 1879, page 556, an act to facilitate the foreclosure of mortgages made by consolidated companies of railroads lying partly within and partly without the state, passed 16th June, 1879.

If a consolidated company, name the constituent companies: The constituent companies were the New York, Pennsylvania and Ohio Railroad Company of Ohio, and the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, and the said consolidated companies became entitled to operate a road in New York State by virtue of a law of the State of New York of June 16, 1879. The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Ohio, filed in the office of Secretary of State of the State of Ohio, 16th March, 1880. The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, filed in the office of Secretary of the Commonwealth of Pennsylvania, 17th March, 1880. Under the law of the State of New York, quoted above, the Secretary of State of the State of New York issued his certificate that certain documents called for in said law were filed in his office on 15th April, 1880.

Operated by New York, Lake Erie and Western Railroad Company.

The New York, Lake Erie and Western Railroad Company has, under an indenture dated 30th April, 1883, leased for a term of ninety-nine years, commencing with the 1st May, 1883, the main line, branches and leased lines of this company, with its fixtures and equipment, and operated the said railroad since that time. The rental under this lease is based upon earnings, and up to 1st October, 1889, was 32 per cent. of the gross earnings up to six millions dollars, and an additional one-tenth of one per cent. on the total gross earnings on each additional one hundred thousand dollars, or fraction thereof, in excess of six million and up to seven million two hundred and fifty thousand dollars, and thereafter one-third of the gross earnings if they exceed the latter named sum. October 1, 1889, the lease was changed so that the rental is 32 per cent. of the gross earnings up to six million dollars, and a reduction in rental of one-tenth of one per cent. on the total gross earnings for each additional one hundred thousand dollars in excess of six millions until the gross earnings amount to eight million dollars, and when the earnings equal or exceed the sum of nine million dollars the rental will be 28 per cent. of the gross earnings.

This company will report the earnings from rental, etc., and its financial condition, and the lessee company will report the physical characteristics and the operation.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. E. Whitehead,	New York city, 71 Wall street,	Second Wednesday of October, 1890.
John Tod,	Cleveland, O.,	do. do.
E. R. Perkins,	Cleveland, O.,	do. do.
S. L. Mather,	Cleveland, O.,	do. do.
W. J. McKinnie,	Cleveland, O.,	do. do.
Fayette Brown,	Cleveland, O.,	do. do.
J. M. Ferris,	Toledo, O.,	do. do.
H. B. Perkins,	Warren, O.,	do. do.
Lewis Miller,	Akron, O.,	do. do.
E. A. Wheeler,	Sharon, Pa.,	do. do.
Simon Perkins,	Sharon, Pa.,	do. do.
E. J. Barney,	Dayton, O.,	do. do.
One vacancy.		do. do.

Date of last meeting of stockholders for election of directors: November 9, 1889.

Postoffice address of general office: 30 Euclid avenue, Cleveland, Ohio.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, 21 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. E. Whitehead,	New York city.
Vice President,	John Tod,	Cleveland, O.
Secretary,	E. Trepper,	Cleveland, O.
Treasurer,	E. R. Perkins,	Cleveland, O.
General Solicitor, Attorney or Counsel,	Russel & Rice,	Cleveland, O.
Auditor,	J. T. Wann,	Cleveland, O.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Pennsylvania and Ohio railroad.	Salamanca, N. Y.	Dayton, O.,	New York, Lake Erie and Western.	388.04	92 42
Franklin branch,	Franklin Junction.	Oil City,	New York, Lake Erie and Western.	33.78	33.78
Wadsworth branch,	Wadsworth, O.,	Coal mines,	New York, Lake Erie and Western.	2.98	...
Silver Creek branch,	Near Wadsworth,	Coal mines,	New York, Lake Erie and Western.	2.65	...
Youngstown and Austintown branch.	Youngstown,	Coal mines,	New York, Lake Erie and Western.	9.98	...
Cleveland and Mahoning Valley railway.	Cleveland,	Near state line of Penn'a.	New York, Lake Erie and Western.	80.86	...
Niles and New Lisbon railway.	Niles, O.,	A point south of New Lisbon, O.	New York, Lake Erie and Western.	36.27	...
Liberty and Vienna railroad.	Vienna Junction,	Vienna, O.,	New York, Lake Erie and Western.	6.81	...
Sharon railway,	Sharon, Pa.,	Pymatuning, Pa.	New York, Lake Erie and Western.	7.93	7.93
Sharon railway,	Ferrona, Pa.,	Middlesex, Pa.,	New York, Lake Erie and Western.	6.82	6.82
Westerman railroad,	Sharon, Pa.,	¼ mile west of Pennsylvania and Ohio state line.	New York, Lake Erie and Western.	2.09	1.34
New Castle and Shenango Valley railroad.	Middlesex,	New Castle, Pa.,	New York, Lake Erie and Western.	16.73	16.73
Total mileage,				594.94	159.02

The Cleveland and Mahoning Valley Railway Company owns the Cleveland and Mahoning railroad, the Niles and New Lisbon railway, and the Liberty and Vienna railroad, and leases said railroad to this company for a fixed yearly rental of $412,-180.00 per year up to 1st December, 1889, and on and after that date the yearly rental is $514,180.00. Lease to terminate on 1st October, 1962.

The Westerman railroad belongs to Christian H. Buhl, of Detroit, Mich., and is leased to this company for term from January 1, 1886, to May 1, 1982, at a yearly rental of $4,800.00.

The Sharon railway owns the Sharon railway, and leases it to this company for a rental of 6 per cent. per annum on $438,300.00, capital stock, and 5½ per cent. on $164,-000.00, first mortgage bonds, which two amounts represent the cost of road, and for any additional improvements the rental will be increased 6 per cent. per annum upon the cost of the additional improvements.

The New Castle and Shenango Valley Railroad Company owns the New Castle and Shenango Valley railroad, and leases it to this company for a rental of 32 per cent. of the gross earnings of said road, after deducting for the hire of equipment.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company, and are included in the lease of this company's property and leased lines to said Company.

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Sharon railway			$666 00
Sharon railway in trust, $12,850.00, collected 6 per cent.			771 00
Sharon railway sold prior to June, 1890, on which dividend was paid prior to sale, $450.00, at 6 per cent.			27 00
Total			$1,464 00

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road	$157,148,728 07	Capital stock		$44,999,350 00
Cost of equipment	15,315 66	Funded debt		111,151,841 25
Stocks of other companies owned	11,100 00	Current liabilities		799,058 71
Cash and current assets	1,395,924 98	Accrued interest on funded debt not yet payable		160,000 00
Total	$158,571,068 71	Special fund for additions	$802,925 53	
		Special fund for special additions	36,308 62	
		Special fund to pay for Sharon railway stock	39,368 40	
		Special fund for contingent liabilities	162,962 52	
		Special fund for payment account of capital	42,429 11	
				1,083,994 18
		Profit and loss		376,824 57
		Total		$158,571,068 71

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Prior lien bonds	Salamanca, N. Y.	Dayton, O.,	388.04	
First mortgage bonds	Franklin Junction.	Oil City, Pa.,	33.78	
Second mortgage bonds	Near Wadsworth, Ohio.	Silver Creek, O.,	2.65	
Third mortgage bonds	Near Wadsworth, Ohio,	Coal mines	2.98	
Deferred warrants	Youngstown,	Coal mines	9.98	
			437.43	

All equipment and income mortgaged.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	9	$33,198 81	$10 10
General office clerks	12	15,190 00	3 47
Total	21	$48,388 81	$6 31
Distribution of above: General administration	21	$48,388 81	$6 31
Employes in Pennsylvania: Total yearly compensation of employes in Pennsylvania	....	$50 00	$50 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision made.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY—NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY, LESSEE.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
New York, Pennsylvania and Ohio Railroad:				
Main Line,	Salamanca, N. Y.,	Dayton, O.,	388.04	22.40
Franklin Branch,	Buchanan Junc. Pa.,	Oil City, Pa.,	33.78	33.78
Silver Creek Branch,	Silver Creek, O.,	Coal Mines, O.,	5.63	.....
Cleveland and Mahoning Valley Railway:				
Main Line,	Cleveland, O.,	Near Penn'a and Ohio State Line.	80.86	.....
Niles and New Lisbon Branch,	Niles, O.,	Three miles south of New Lisbon, O.	36.27	.....
Liberty and Vienna Branch,	Mosier, O.,	Coal Mines below Vienna, O.	6.81	.....
Westerman Railroad,	Near Penn'a and Ohio State Line.	Sharon, Pa.,	2.09	1.47
Sharon Railway:				
Main Line,	Sharon, Pa.,	Pymatuning Junc., Pa.	7.93	7.93
Middlesex Branch,	Ferrona Junc., Pa.,	West Middlesex, Pa.,	6.82	6.82
Sharpsville Branch,	Boyce Junc., Pa.,	Sharpsville, Pa.,	1.56	1.56
New Castle and Shenango Valley Railroad,	West Middlesex, Pa.,	New Castle, Pa.,	16.73	16.73
Youngstown and Austintown Railroad:				
Main Line,	Youngstown, O.,	Leadville Mines, O.,	3.87	.....
Manning Branch,	Manning Junc., O.,	Tippecanoe Mines, O.,	6.11	.....
Total mileage operated,	.....	.....	596.50	160.69

All the above roads are operated by the New York, Lake Erie and Western Railroad Company, under lease from the New York, Pennsylvania and Ohio Railroad Company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$19,699 92	.....
General office clerks,	101	74,694 81	$2 36
Station agents and operators,	120	82,146 13	1 88
Other station men,	458	214,367 25	1 28
Enginemen,	269	329,749 19	3 36
Firemen,	273	193,153 16	1 94
Conductors,	163	165,841 65	2 79
Other trainmen,	440	287,394 65	1 79
Machinists,	218	122,045 36	1 79
Carpenters,	242	102,360 32	1 35
Other shopmen,	587	273,940 44	1 49
Section foremen,	119	68,039 60	1 82
Other trackmen,	702	255,844 30	1 16
Switchmen, flagmen and watchmen,	456	284,101 26	1 69
Telegraph operators and dispatchers,	158	90,729 95	1 57
Employes—account floating equipment,	98	69,585 41	2 27
All other employes and laborers,	612	269,728 46	1 57
Total,	5,020	$2,900,421 86	$1 71

EMPLOYES AND SALARIES—CONTINUED.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Distribution of above:			
General administration	105	$94,394 73	$2 87
Maintenance of way and structures	1,025	465,213 46	1 45
Maintenance of equipment	1,251	825,092 42	2 10
Conducting transportation	2,639	1,515,721 25	1 57
Total	5,020	$2,900,421 86	$1 71
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,294		
Total yearly compensation of employes in Pennsylvania		$769,751 86	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	100	13
Number wooden	8	2
Trestles:		
Number	79	31
Aggregate length	7,066	1,972
Telegraph:		
Miles of line owned by this company	567	156
Miles of wire owned by this company	1,312	347
Miles of line operated by this company	567	156
Miles of wire operated by this company	1,347	347

Gauge of track . . . . . **4 ft. 8½ in.**

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: June 17, 1881.

By what authority incorporated: Organized under the general laws of the States of New Jersey and Pennsylvania.

If a consolidated company, name the constituent companies: Organized by the consolidation of the Midland Railroad Company of New Jersey, the Paterson Extension Railroad Company, the Midland Connecting Railway Company, the North Jersey Railroad Company and the Blairstown Railroad Company, all corporations organized under the general laws of the State of New Jersey, and the Water Gap Railroad Company and Pennsylvania Midland Railroad Company, corporations organized under the general laws of the State of Pennsylvania, May 26, 1881, for all companies except the Blairstown Railroad Company. The Blairstown Railroad Company was consolidated with the New York, Susquehanna and Western Railroad Company on January 18, 1883.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Simon Borg	15 Cortlandt street, New York	February 27, 1891.
Stephen V. White	15 Cortlandt street New York	do.
Alfred Sully	95 Broadway, New York	do.
Robert K. Dow	Claremont, N. H.	do.
Jas. M. Hartshorne	18 Wall street, New York	do.
Henry Marks	550 Fifth avenue, New York	do.
F. C. Lawrence, Jr.	Bay Shore, New York	do.
Geo. N. Farwell	Claremont, N. H.	do.
Chas. Merizesheimer	7 Wall street, New York	do.
Henry Sanford	59 Broadway, N. Y.	do.
John I. Blair	Blairstown, N. J.	do.
Garret A. Hobart	Paterson, N. J.	do.
Chas. Siedler	Morristown, N. J.	do.

Date of last meeting of stockholders for election of directors: February 27, 1890.
Postoffice address of general office: 15 Cortlandt street, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Simon Borg	15 Cortlandt street, N. Y.
Vice President	Stephen V. White	15 Cortlandt street, N. Y.
Vice President, Secretary	John P. Rafferty	15 Cortlandt street, N. Y.
Treasurer	Richard C. Shimeall	15 Cortlandt street, N. Y.
Chief Engineer	Joseph L. Russling	15 Cortlandt street, N. Y.
General Solicitor, Attorny or Counsel	John W. Taylor	Newark, N. J.
Auditor	Charles V. Ware	15 Cortlandt street, N. Y.
General Passenger Agent, General Freight Agent	Isaac I. Demarest	15 Cortlandt street, N. Y.
General Superintendent	Charles D. McKelvey	Jersey City, N. J.
General Baggage Agent	Cornelius T. Demarest	Jersey City, N. J.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
New York, Susquehanna and Western Railroad	Jersey City, N. J.	Gravel Place, Pa.	101.30	6.70
New York, Susquehanna and Western Railroad	Two Bridges, N. J.	Unionville, N. Y.	20.50	.....
New York, Susquehanna and Western Railroad	Delaware, N. J.	Columbia Junc., N. J.	3.10	.....
New York, Susquehanna and Western Railroad	Paterson, N. J.	Paterson City, N. J.	.75	.....
New York, Susquehanna and Western Railroad	Priceville Junc., Pa.	Winton, Pa.	4.50	4.50
New York, Susquehanna and Western Railroad	Winton Junc., Pa.	Tinglepaugh Breaker, Pa.	.90	.90
New York, Susquehanna and Western Railroad	Spencer Junc., Pa.	Spencer Breaker, Pa.	.85	.85
New York, Susquehanna and Western Railroad	Winton Junc., Pa.	Winton Breaker, Pa.	1.90	1.90
New York, Susquehanna and Western Railroad	Dunn Junc., Pa.	Dunn Breaker, Pa.	.83	.83
Passaic and New York Railroad	Passaic, N. J.	Passaic Junc., N. J.	3.00	.....
Lodi Branch Railroad	Lodi, N. J.	Lodi Junc., N. J.	1.75	.....
Middletown, Unionville and Water Gap Railroad	Unionville, N. Y.	Middletown, N. Y.	13.90	.....
Macopin Railroad	Macopin Lake, N. J.	Charlotteburg Junc., N. J.	1.50	.....
Pennsylvania Railroad	West End, N. J.	Jersey City, N. J.	2.50	.....
Total mileage operated	.....	.....	157.28	15.68

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Hudson Connecting Railroad,	$400,000 00	7 per ct.,	.....
Pennsylvania Anthracite Coal Company,	111,000 00	7 per ct.,	$4,612 65
New York, Susquehanna and Western Coal Company,	65,250 00	6 per ct.,	1,950 00
Total,	$576,250 00	.....	$6,562 65

STOCKS OWNED

Hudson Connecting Railroad Company,	$94,000 00
Passaic and New York Railroad Company,	70,000 00
Middletown, Unionville and Water Gap Railroad,	104,450 00
Middletown and Unionville Telegraph Company,	2,000 00
Lodi Branch Railroad Company,	60,000 00
New York, Susquehanna and Western Coal Company, preferred,	60,000 00
New York, Susquehanna and Western Coal Company, common,	231,500 00
Total,	$621,950 00

GENERAL BALANCE SHEET.

DR.	1889.	1890.	CR.	1889.	1890.
Cost of road,	$26,416,417 22	$26,557,057 41	Capital stock,	$21,000,000 00	$21,000,000 00
Cost of equipment,	1,711,517 70	1,940,377 18	Funded debt,	8,136,000 00	8,136,000 00
Bonds of other companies owned,	577,763 40	576,250 00	Accrued interest on funded debt not yet payable,	68,316 66	68,316 66
Stocks of other companies owned,	561,356 00	561,356 00	Land department liabilities,	44,088 00	55,088 00
Lands owned,	7,258 59	16,358 59	Open accounts,	50,435 89	70,919 95
Cash and current assets,	120,676 79	55,678 43	Profits and loss,	263,878 80	457,969 64
Other assets.					
Sinking fund,	14,980 00	18,480 00			
Sundries, open accounts,	118,472 65	62,736 64	Total,	$29,562,719 35	$29,788,294 25
Material and supplies,	34,277 00	.....			
Total,	$29,562,719 35	$29,788,294 25			

CONTRACTS, AGREEMENTS, ETC.

The National Express Company operates over the lines of this company, paying 40 per cent. of receipts for such privileges.

This company receives a quarterly compensation of $2,296.53 for the transportation of the United States Mails, subject to the usual deductions for detentions, etc. This compensation is based on the weight of the mail matter as weighed by the postoffice department, and took effect July 1, 1890.

The company has no contracts with sleeping, parlor or dining-room car companies.

The company has no contracts or agreements with freight or transportation companies or lines, relative to business in the State of Pennsylvania.

The company has contract with the Delaware, Lackawanna and Western Railroad Company, for coal transportation between the Lackawanna Valley, Pennsylvania and Gravel Place, Pennsylvania. The company has no other contract with railroad companies relative to business in the State of Pennsylvania except the above.

This company has no contract or agreement with any steamboat or steamship line or company.

This company has a contract with the Western Union Telegraph Company, which company operates a system of telegraph along the lines of this company.

This company has no contracts or agreements, relative to business in the State of Pennsylvania, except as above stated.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
First mortgage refunding bonds.					All equipment.	No specific income is covered by the several mortgages of this company. The general income is mortgaged so far only as to provide for the interest on each issue of bonds.
First mortgage on road	Two Bridges, N. J.	Gravel Place, Pa.	50.10			
First mortgage on road	Delaware, N. J.	Columbia Junc., N. J.	3.10			
First mortgage on road	Priceville, Pa.	Winton, Pa	4.50			
First mortgage on road	Branch lines in Pa.		4.48	$60,308 78		
Second mortgage on road	Jersey City, N. J.	Unionville, N. Y.	71.70			
Second mortgage on road	Paterson, N. J.	Paterson City, N. J.	.75			
Second mortgage bonds.					All equipment subject to liens of prior mortgages.	
Second mortgage on road	Two Bridges, N. J.	Gravel Place, Pa.	50.10			
Second mortgage on road	Delaware, N. J.	Columbia Junc., N. J.	3.10			
Second mortgage on road	Priceville, Pa.	Winton, Pa.	4.50			
Second mortgage on road	Branch lines in Pa.		4.48	10,228 36		
Third mortgage on road	Jersey City, N. J.	Unionville, N. Y.	71.70			
Third mortgage on road	Paterson N. J.	Paterson City, N. J.	.75			
First mortgage bonds, Midland Railroad of New Jersey.					Equipment formerly of that company.	
First mortgage on road	Jersey City, N. J.	Unionville, N. Y.	71.70	48,814 50		
First mortgage bonds, Paterson Extension Railroad Company.						
First mortgage on road	Patterson, N. J.	Paterson City, N. J.	.75	33,333 33		

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	13	$31,658 16	.....
General office clerks	17	13,470 00	$2 53
Station agents	68	38,469 57	1 81
Other station men	19	10,892 25	1 83
Enginemen	40	39,896 68	3 18
Firemen	41	19,526 88	1 52
Conductors	33	29,857 37	2 89
Other trainmen	97	45,885 68	1 51
Machinists	51	29,560 25	1 85
Carpenters	28	16,395 51	1 87
Other shopmen	95	39,982 77	1 35
Section foremen	30	16,480 56	1 75
Other trackmen	176	56,572 60	1 03
Switchmen, flagmen and watchmen	39	17,665 00	1 45
Telegraph operators and dispatchers	21	11,375 00	1 73
All other employes and laborers	32	13,459 23	1 34
Total	800	$431,147 51	.....
Distribution of above:			
General administration	13	$31,658 16	.....
Maintenance of way and structures	222	82,997 75	$1 20
Maintenance of equipment	158	75,993 94	1 54
Conducting transportation	407	240,497 66	1 89
Total	800	$431,147 51	$1 72
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	22	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$10,195 61	$1 48

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	33	7
Number wooden	53	3
Trestles:		
Number	12	1
Aggregate length of bridges and trestles	2,400	184
Telegraph:		
Miles of line owned by this company	85.6	.....
Miles of wire owned by this company	85.6	.....
Miles of line operated by Western Union Telegraph Company	133.65	6.7
Miles of wire operated by Western Union Telegraph Company	133.65	6.7

Gauge of track, ... 4 feet 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None except from the company's road.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad Company at Jersey City and New York, and New York, Ontario and Western Railway Company at Middletown, New York. The company does not lease or use any terminals in Pennsylvania.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.

By what authority incorporated: Commonwealth of Pennsylvania. An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jones Wister	Clarkson ave., Philadelphia	January 13, 1891.
J. N. M. Shimer	4017 Baring street, Philadelphia	do.
B. K. Jamison	3912 Walnut street, Philadelphia	do.
C. H. Mayer	Lock Haven, Pa.	do.
C. H. Harte	4037 Powelton avenue, Phila.	do.
H. J. Delaney	Walnut street, Philadelphia	do.
John S. Brown	Swarthmore, Delaware county, Pa.	do.

Date of last meeting of stockholders for election of directors: Adjourned meeting January 25, 1890.

Postoffice address of general office: Room No. 53, Fred'k Brown building, northeast corner Fifth and Chestnut streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Jones Wister	Clarkson ave., Philadelphia.
Secretary, Treasurer	M. W. Walsh	4817 Chew st., Philadelphia.
General Manager	Chas. A. Harte	4037 Powelton ave., Phila.
General Superintendent	M. O'Donohue	Bellefonte, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Nittany Valley Railroad Company	Junction with Bellefonte, Nittany and Lemont railroad.	Ore banks	4.75	4.75
	Sidings and other tracks		.87	.87
	Also, about two miles of tracks to rolling mill and blast furnace of "Centre Iron Company," operated under an agreement		2	2
Total mileage operated			7.62	7.62

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

An agreement entered into between the Nittany Valley Railroad Company and the Centre Iron Company, for use of tracks in the yards of the Centre Iron Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$162,378 49	Capital stock,	$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	3,238 30	Current liabilities,	14,687 59
		Accrued interest on funded debt not yet payable,	1,125 90
		Profit and loss,	14,378 03
Total,	$180,190 62	Total,	$180,190 62

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage coupon. The Nittany Valley Railroad Company.	Junction Bellefonte, Nittany and Lemont railroad,	Ore banks,	5.62	$13,345 19	N. V. R. R. equipment.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers:			
General Manager,	1	$300 00	
Secretary and Treasurer,	1	300 00	
General Superintendent,	1	150 00	
Cashier,	1	120 00	
Enginemen,	3	2,430 00	$6 75
Firemen,	2	936 00	3 00
Conductors,	1	624 00	2 00
Other trainmen,	1	468 00	1 50
Section foremen,	1	624 00	2 00
Other trackmen,	4	1,372 80	1 10
Switchmen, flagmen and watchmen, hostler,	1	374 40	1 20
Employes—account floating equipment, car inspector,	1	390 00	1 25
Total,	18	$8,089 20	$18 80
Distribution of above:			
General administration,	4	$870 00	
Maintenance of way and structures,	5	1,996 80	
Conducting transportation,	9	5,222 40	
Total,	18	$8,089 20	$18 80
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	18		
Total yearly compensation of employes in Pennsylvania,		$8,089 20	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Trestles:		
Number, wooden,	1	1
Aggregate length,	400 feet.	400 feet.

Gauge of track, ... 4 ft. 9 in.

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, special act, 1854, chapter 250; State of Pennsylvania, special act, 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company: State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company: State of Pennsylvania, 1832, No. 78; 1834, No. 214; 1840, No. 237; 1854, No. 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1854, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation, December 9, 1854.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt.	Philadelphia.	Fourth Thursday in February, 1891.
Wistar Morris.	Philadelphia.	do. do.
George Small.	Baltimore, Md.	do. do.
J. N. Hutchinson.	Philadelphia.	do. do.
B. F. Newcomer.	Baltimore, Md.	do. do.
John P. Green.	Philadelphia.	do. do.
Harry Walters.	Baltimore, Md.	do. do.
Henry James.	Baltimore, Md.	do. do.
J. N. DuBarry.	Philadelphia.	do. do.
Louis W. Hall.	Harrisburg, Pa.	do. do.
E. B. Parsons.	Sodus Point, N. Y.	do. do.
J. D. Cameron.	Harrisburg, Pa.	do. do.

Date of last meeting of stockholders for election of directors: February 27, 1890.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	George B. Roberts.	Philadelphia.
Vice President.	Frank Thompson.	Philadelphia.
Secretary.	Stephen W. White.	Philadelphia.
Treasurer.	John S. Leib.	Baltimore, Md.
Chief Engineer.	Wm. H. Brown.	Philadelphia.
General Solicitor, Attorney or Counsel.	John Scott.	Philadelphia.
Auditor.	James P. Kerr.	Baltimore, Md.
General Manager.	Charles E. Pugh.	Philadelphia.
General Passenger Agent.	J. R. Wood.	Philadelphia.
General Freight Agent.	Wm. H. Joyce.	Philadelphia.
General Superintendent.	Robert Neilson.	Williamsport, Pa.
Division Superintendent.	H. W. Kapp.	Baltimore, Md.
Division Superintendent.	E. B. Westfall.	Williamsport, Pa.
Division Superintendent.	Frank Ellmaker.	Sunbury, Pa.
Division Superintendent.	Spencer Meade.	Elmira, N. Y.
General Baggage Agent.	F. J. McWade.	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Northern Central railway	Baltimore, Md.	Sunbury, Pa.	136.82	101.20
Green Spring branch	Green Spring June., Md.	Hollins, Md.	8.59	....
Rockville branch railroad	Rockville, Pa.	Dauphin, Pa.	2.83	2.83
The railroad of the Lykens Valley Railroad and Coal Company, Summit Branch Railroad Company, lessee, Northern Central Railway Company, operator.	Millersburg, Pa.	Williamstown, Pa.	19.70	19.70
Shamokin Valley and Pottsville railroad, including Lancaster branch.	Sunbury, Pa.	Mt. Carmel, Pa.	29.78	29.78
Elmira and Williamsport railroad	Williamsport, Pa.	Elmira, N. Y.	75.50	69.00
Elmira and Lake Ontario railroad	Chemung Junction, N. Y.	Canandaigua, N. Y.	64	....
Branch	Stanley, N. Y.	Sodus Point, N. Y.	34.18	....
Branch	Canandaigua, N. Y.	Canandaigua Lake	1.43	....
Total mileage operated			372.83	222.51

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Allegheny Valley Railroad Company, funded debt mortgage	$137,000 00	7 per cent.	.....
Sodus Bay and Southern Railroad Company, first mortgage	175,000 00	5 per cent.	$9,250 00
Total	$312,000 00	.....	$9,250 00

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Baltimore and Potomac Railroad Company	$622,850 00	.....	.....
Chemung Railroad Company	400 00	.....	.....
Mineral Railroad and Mining Company	133,332 00	.....	.....
Union Railroad Company	1,200,000 00	10 per cent.	$120,000 00
Shamokin Valley and Pottsville Railroad Company	619,400 00	6 per cent.	37,164 00
Pennsylvania Equipment Trust	516,000 00	4 per cent.	24,720 00
Elmira and Lake Ontario Railroad Company	1,499,600 00	.....	.....
Total	$4,591,580 00	.....	$181,884 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$14,406,405 34	Capital stock	$7,518,150 00
Cost of equipment	4,388,564 95	Funded debt	14,476,000 00
Bonds of other companies owned	172,950 05	Current liabilities	1,279,696 39
Stocks of other companies owned	4,224,314 20	Accrued interest on funded debt not yet payable	87,634 58
Cash and current assets	1,794,703 03	Mortgages and ground rents payable	319,533 17
Other assets:		Other liabilities	807,508 72
Sundries	258,174 50	Profit and loss	756,589 21
Total	$25,245,112 07	Total	$25,245,112 07

IMPORTANT CHANGES DURING THE YEAR.

Seven thousand three hundred and sixty-three shares of capital stock, amounting at par to $368,150.00 were issued to stockholders between April 15 and May 1, 1890, to provide a portion of the necessary capital required for construction of elevators at Baltimore.

Cancellation by annual drawing of $85,000 consolidated general mortgage series A and B bonds, and $27,000 second general mortgage series A bonds redeemed and cancelled.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams' Express Company, at a fixed percentage of gross receipts.

United States mails carried.

Sleeping and parlor cars furnished by Pullman's Palace Car Company.

Agreement with Western Union Telegraph Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.	What securities mortgaged.
	From—	To—	Miles—about.				
First mortgage to State of Maryland to secure annuity of $90,000.	Baltimore, . .	Sunbury. . . .	138	$10,869 57	None.	All.	None.
Second mortgage.	do. . .	do. . . .	138	8,159 41	All.	All.	None.
Consolidated mortgage.	do. . .	do. . . .	138	20,318 84	All.	All.	None.
Consolidated general mortgage.	do. . .	do. . . .	138	38,717 39	All.	All.	None.
Second general mortgage.	do. . .	do. . . .	138	26,835 33	All.	All.	8,230 shares Elmira and Lake Ontario Railroad Co.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$17,220 00	.....
General office clerks	54	45,036 00	$2 55
Station agents	113	72,562 83	2 05
Other station men	635	296,329 47	1 49
Enginemen	192	216,480 37	3 60
Firemen	204	119,046 89	1 86
Conductors	177	157,089 59	2 84
Other trainmen	514	311,996 25	1 94
Machinists	107	69,336 23	2 07
Carpenters	293	185,861 19	2 02
Other shopmen	657	320,910 81	1 60
Section foremen	118	63,815 21	1 73
Other trackmen	624	228,566 35	1 17
Switchmen, flagmen, and watchmen	170	64,016 63	1 20
Telegraph operators and dispatchers	186	106,446 68	1 83
Employes—account floating equipment	3	1,434 85	1 53
All other employes and laborers	960	294,365 67	1 42
Total	4,713	$2,577,444 02	.....
Distribution of above:			
General administration	60	$90,256 00	$3 21
Maintenance of way and structures	1,402	586,745 23	1 34
Maintenance of equipment	1,060	586,543 08	1 77
Conducting transportation	2,191	1,313,899 71	1 96
Total	4,713	$2,577,444 02	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	33	25
Number iron	101	43
Number wooden	32	17
Trestles:		
Number	1	1
Aggregate length	214 feet.	214
Tunnels:		
Number	2	1
Maximum length	256 feet.	256
Minimum length	82	.....
Aggregate length of all tunnels	338	256
Telegraph:		
Miles of line owned by this company	149.46	104.62
Miles of wire owned by this company	453.34	316.20
Miles of line operated by this company	155.66	104.62
Miles of wire operated by this company	464.04	316.20

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road? Empire, Union, Green, Canada Southern Anchor and Midland lines.

NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 14, 1870.

By what authority incorporated: State of Pennsylvania, general laws of April 4, 1868, and act of assembly of May 21, 1881.

Operated by the Philadelphia and Reading Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	NAME OF DIRECTORS.	POSTOFFICE ADDRESS.
Edward C. Knight,	Philadelphia.	Ario Pardee, Jr.,	Philadelphia.
James H. Stevenson,	Philadelphia.	G. J. Mitchell,	Hatboro', Mont. co., Pa.
Charles A. Sparks,	Philadelphia.	Isaac Warner, Jr.,	Hatboro', Mont. co., Pa.
Edward C. Knight, Jr.,	Philadelphia.	I. Newton Evans,	Hatboro', Mont. co., Pa.
John R. Fell,	Philadelphia.	Samuel S. Thompson,	Philadelphia.
Thomas McKean,	Philadelphia.	Charles H. R. Triebels,	Philadelphia.
Peter C. Hollis,	Philadelphia.		

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 240 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward C. Knight,	Philadelphia.
Vice President,	A. A. McLeod,	do.
Secretary and Treasurer,	John S. Wise,	do.
Chief Engineer,	H. K. Nichols,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
North East Pennsylvania Railroad Company.	Abington, Pa.,	Hartsville, Pa.,	9.5	....

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and New Hope extension,	$418,159 47	Capital stock,	$400,000 00
Cash and current assets,	482,439 45	Funded debt,	400,000 00
Profit and loss,	264,976 88	Mortgage,	1,500 00
		Current liabilities,	361,075 80
Total,	$1,165,575 80	Accrued interest on funded debt not yet payable,	3,000 00
		Total,	$1,165,575 80

IMPORTANT CHANGES DURING THE YEAR.

Mortgage, dated April 1, 1890, to Guarantee Trust and Safe Deposit Company, trustee. Authorized issue $400,000.00. Issued $240,000.00.

On the whole line extending from Abington, Montgomery county, via Hartsville, in Bucks county, to New Hope, in Bucks county, being about twenty-six miles in length, the portion of the line from Hartsville to New Hope, sixteen miles is now being constsucted.

The company has issued 6,369 new shares at par $50.00; total, $318,450.00.

The company is now extending its line of railroad from Hartsville, in Bucks county, to New Hope, in Bucks county, a distance of sixteen miles; eight miles of which is graded at this date, June 30, 1890.

CONTRACTS, AGREEMENTS, ETC.

United States Government compensation based on weight of mail matter.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage (A),	Abington,	Hartsville,	10.4	$15,384 61
* Mortgage (B),	Abington,	New Hope, †		

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	3	$1,500 00	
Station agents,	3	1,560 00	$1 67
Section foremen,	2	1,069 20	1 71
Other trackmen,	6	2,340 00	1 25
Switchmen, flagmen and watchmen,	1	480 00	1 54
All other employes and laborers,	3	90 00	96
Total,	18	$7,039 20	
Distribution of above:			
General administration,	3	$1,500 00	
Maintenance of way and structures,	8	3,409 20	
Conducting transportation,	7	2,130 00	
Total,	18	$7,039 20	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	All.		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,		3
Number iron,		1
Number wooden,		2
Trestles:		
Number,		5
Aggregate length,		952 feet.
Telegraph:		
Miles of line owned by P. & R. R. R. Co. & W. U. T. Co. jointly,		9.9
Miles of wire owned by P. & R. R. R. Co.,		10

Gauge of track, ... 4 ft. 8½ in.

* A portion of this mortgage reserved to retire (A) on its maturity.

† Cannot be stated until extension now under construction is completed.

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 8, 1852.

By what authority incorporated: State of Pennsylvania, April 8, 1852, January 25 1853, March 29, 1853, June 20, 1853, April 17, 1854, May 8, 1854.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
E. C. Knight.	Philadelphia.	Thomas McKean. . . .	Philadelphia.
Ario Pardee.	Hazleton, Pa.	John H. Michener. . .	do.
James H. Stevenson. . .	Philadelphia.	John R. Fell.	do.
Richard J. Dobbins. . . .	Philadelphia.	Edward C. Knight, Jr..	do.
Charles A. Sparks.	Philadelphia.	Peter C. Hollis.	do.
Edwin H. Fitler.	Philadelphia.	Ario Pardee, Jr..	do.
Thomas Cochran.	Philadelphia.		

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: No. 240 South Third street, Philadelphia, Pa.

Postoffice address of operating company: No. 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President.	Edward C. Knight.	Cashier.	David K. Fuller.
Secretary and Treasurer. . .	John S. Wise.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
North Pennsylvania Railroad Company.	Philadelphia, Willow street.	Bethlehem.	Philadelphia and Reading Railroad Company. . .	. . . .	55.60
North Pennsylvania Railroad Company.	Jenkintown.	Middle of Delaware river.	Philadelphia and Reading Railroad Company. . .	. . . .	20.50
North Pennsylvania Railroad Company.	Lansdale.	Doylestown.	Philadelphia and Reading Railroad Company.	. . . .	10.30

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 990 years, from May 1, 1879, since which time the railroad has been operated by that company. Terms: The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term six per cent., third and fourth years seven per cent., and during the fifth and succeeding years eight per cent. upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly sum of $12,000 for defraying the expenses of maintaining the corporate organization of the the company.

BONDS OWNED.

Bonds, Mansion House Hotel Company, total amount held,	$6,300 00

STOCKS OWNED.

Stock, North East Pennsylvania Railroad Company, total par value,	$35,465 00
Stock, Yardleyville-Delaware Bridge Company, total par value,	9,000 00
Stock, Mansion House Hotel Company, total par value,	5,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$10,232,181 76	Capital stock,	$4,685,450 00
Cost of equipment,	1,750,935 65	Funded debt,	7,200,000 00
Bonds of other companies owned,	6,300 00	Ground rents and mortgages,	468,128 54
Stocks of other companies owned,	49,465 00	Unpaid six per cent. bonds,	2,000 00
Office building,	25,265 26	Interest, dividends, etc.,	182,796 54
Cash and current assets,	353,282 77	Accrued interest on funded debt not yet payable,	157,500 00
Other assets:		Profit and loss,	114,955 12
Sundries, floating elevator,	1,200 00		
Stocks,	68,322 55	Total,	$12,810,830 20
North East Pennsylvania Railroad Company,	140,019 08		
Due from agents,	1,273 23		
Stony Creek Railroad Company,	181,247 37		
Rent,	1,037 53		
Delaware and Bound Brook Railroad Company,	300 00		
Total,	$12,810,830 20		

IMPORTANT CHANGES DURING THE YEAR.

There has been issued to the Philadelphia and Reading Railroad Company, lessee, 198 shares of the capital stock of this company for betterments and improvements.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What securities mortgaged.
	From—	To—	Miles.		
Seven per cent., second mortgage.	Philadelphia.	Bethlehem.	205.20	$35,087 62	24,000 shares of the capital stock of the North Pennsylvania Railroad Company.
General mortgage, 7 per cent. bonds.	Willow street, Jenkintown,	Delaware river.			
Six per cent. registered loans,	Lansdale.	Doylestown.			

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	6	$12,000 00	.....

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision.

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization : July 23, 1881.

By what authority incorporated : General law of April 8, 1861, supplement May 25, 1878.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS	DATE OF EXPIRATION OF TERM.
C. R. Buckalew	Bloomsburg, Pa.	April 28, 1891.
A. J. Cassatt	Philadelphia	do.
J. N. DuBarry	Philadelphia	do.
John P. Green	Philadelphia	do.
H. H. Houston	Philadelphia	do.
Wistar Morris	Philadelphia	do.
Wm. Neal	Bloomsburg, Pa.	do.
Henry W. Palmer	Wilkes-Barre, Pa.	do.
Charles Parrish	Wilkes-Barre, Pa.	do.
G. B. Roberts	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.
Henry D. Welsh	Philadelphia	do.

Date of last meeting of stockholders for election of directors : April 29, 1890.

Postoffice address of general office : 233 South Fourth street, Philadelphia.

Postoffice address of operating company : 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	D. J. Waller	Bloomsburg, Pa.
Vice President	J. N. DuBarry	Philadelphia.
Secretary	Albert Hewson	Philadelphia.
Treasurer	Taber Ashton	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
North and West Branch railway.	Catawissa	Wilkes-Barre	Pennsylvania Railroad Company.	43.13	43.13
Branch				4.69	4.69
Total				47.82	47.82

Agreement dated November 23, 1881, with the Pennsylvania Railroad Company, by which that company is to maintain and operate the road for cost, paying the net earnings to the North and West Branch Railway Company, until September 1, 1901.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,306,900 20	Capital stock	$1,500,000 00
Cash and current assets	209,655 66	Funded debt	1,500,000 00
		Current liabilities	1,198 50
Total	$3,516,555 86	Profit and loss	515,357 36
		Total	$3,516,555 86

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Catawissa	Wilkes-Barre	43.13	
Branch			4.69	
Total			47.82	$31,367 63

EMPLOYES AND SALARIES.

General officers 4

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	3	3
Number iron	3	3
Number wooden	14	14
Trestles:		
Number	13	13
Aggregate length	2,213 feet.	2,213 feet.
Telegraph:		
Miles of line owned by this company	42.69	42.69
Miles of wire owned by this company	130.48	130.48
Miles of line operated by Pennsylvania Railroad Company, lessee	42.69	42.69
Miles of wire operated by Pennsylvania Railroad Company, lessee	130.48	130.48

Gauge of track . . . . . 4 ft. 9 in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY

Date of organization: February 19, 1873.
By what authority incorporated: State of Pennsylvania, act April 4, 1868.
Operated by the Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. W. Smith	Washington, Pa.	First Monday of June, 1891.	
Wm. Workman	Washington, Pa.	do.	do.
J. V. Patton	Pittsburgh	do.	do.
C. S. Wight	Pittsburgh	do.	do.
W. T. Manning	Pittsburgh	do.	do.
J. Frank Supplee	Baltimore, Md.	do.	do.

Date of last meeting of stockholders for election of directors: June 2, 1890.
Postoffice address of general office: Pittsburgh.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. B. Washington	Pittsburgh.
Secretary	A. W. Black	Pittsburgh.
Treasurer	W. H. Ijams	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ohio and Baltimore Short Line Railway Company.	Morrell Junction, Pa.	Leisenring, Pa.	Baltimore and Ohio Railroad Company.	5.6	5.6
	O. and B. S. L. Junction, Pa.	Morrell Junction, Pa.	Baltimore and Ohio Railroad Company.	1.2	1.2
	Leisenring, Pa.	Trotters, Pa.	Baltimore and Ohio Railroad Company.	1.3	1.3
Total mileage				8.10	8.10

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,521,613 58	Capital stock	$290,000 00
Profit and loss	163,175 67	Funded debt	500,000 00
		Current liabilities	894,789 25
Total	$1,684,789 25	Total	$1,684,789 25

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		
	From—	To—	Miles.
First mortgage, eastern district.	Morrell Junction, Pa.	Leisenring, Pa.,	4.4
	O. and B. S. L. Junction, Pa.,	Morrell Junction, Pa.	1.2
	Leisenring, Pa.,	Trotters, Pa.,	1.3

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen,	1		$3 74
Firemen,	1		2 02
Conductors,	1		2 68
Other trainmen,	4		1 92
Section foremen,	1		1 43
Other trackmen,	5		1 20
Total,	13		
Distribution of above:			
Maintenance of way and structures,	6		
Conducting transportation,	7		
Total,	13		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	3	3
Number wooden,	3	3
Trestles:		
Aggregate length,	666 feet.	666 feet.

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freght lines, of which this road is a member, or which operate over the line of this road: None.

OHIO AND NORTH EASTERN RAILROAD COMPANY.

Date of organization: June 28, 1889.

By what authority incorporated: Under an act of the general assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,'" approved the eighth day of June, A. D. 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. J. Miller	Pittsburgh	January 12, 1891.
J. A. Courtney	do.	do.
W. J. Miller	do.	do.
D. H. Brown	do.	do.
C. R. Sewel	do.	do.
W. A. Dinker	do.	do.

Date of last meeting of stockholders for election of directors: June 28, 1889.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. J. Miller	Pittsburgh.
Vice President	J. A. Courtney	do.
Secretary	W. A. Dinker	do.
Treasurer	J. A. Courtney	do.
Chief Engineer	None regularly elected and employed.	

PROPERTY OPERATED.

Nothing has been done up to present date towards construction of the Ohio and North Eastern Railroad since organization of the company, capital stock of which is $250,000.00. Five per cent., $12,500.00 in cash, paid in, and of this $10,493.69 has been expended in further surveys, locating line, making estimates, etc., and this work is still in progress, so that our report for this year is quite short.

OIL CITY AND RIDGEWAY RAILWAY AND MINING COMPANY.

Date of organization: January 25, 1877.

By what authority incorporated: Under general law, act of July 18, 1863

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. H. Allen	New York, N. Y.	May 28, 1891.
E. L. Owen	New York, N. Y.	do.
S. G. DeCoursey	Philadelphia	do.
E. W. Clark, Jr.	Philadelphia	do.
G. E. Bartol	Philadelphia	do.
W. T. Tiers	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 28, 1889.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. H. Allen	New York, N. Y.
Secretary and Treasurer	J. R. Trimble	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From -	To -		
The Oil City and Ridgway Railway and Mining Company.	South Oil City	Cranberry Mines, Penna.	6	6

NOTE.—The coal mines of the company were not worked during the year ended June 30, 1890, and the road, in consequence, was not operated.

EMPLOYES AND SALARIES.

General officers, ... 2

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The road has no funded debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

OLEAN, BRADFORD AND WARREN RAILWAY COMPANY.

Operated by the New York and Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
C. H. Allen, . . .	Mills Building, N. Y.	E. W. Clark, Jr.,	Bullitt Building, Philadelphia.
S. G. DeCoursey,	242 S. Third street, Philadelphia.	W. T. Tiers, . .	11 S. Front steet, Philadelphia.
E. L. Owen, . . .	71 Wall street, N. Y.	G. E. Bartol, . .	139 S Front street, Philadelphia.
J. D. Probst, . .	52 Exchange place, N. Y.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	C. H. Allen, ...	New York city.
Vice President, ...	S. G. DeCoursey, ...	Philadelphia.
Secretary, ...	J. R. Trimble, ...	Philadelphia.
Treasurer, ...	F. S. Buell, ...	Buffalo N. Y.
Auditor, ...	William L. Doyle, ...	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Olean, Bradford and Warren.	State line, . . .	Bradford, . . .	Western New York and Pennsylvania.	14	14

This road is leased to and operated by the Western New York and Pennsylvania Railroad Company, and the company respectfully refers to the report of that company, in whose statement the operations of this road are included.

ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Date of organization: October 3, 1889.

By what authority incorporated: "An act supplementary to an act regulating railroad companies, approved the nineteenth day of February, A. D. 1849," approved 24th March, 1865. Laws Pennsylvania and under general railroad acts of State of New York.

If a consolidated company, name the constituent companies: The Scranton and Forest City Railroad Company, charter dated 21st November, 1888, under general act; the Forest City and State Line Railroad Company, charter dated 16th March, 1889, under general act; the Hancock and Pennsylvania Railroad Company, organized under laws of State of New York, 2d of April, 1889.

On June 30, 1890, the road was not completed but contract had been made with the New York, Ontario and Western Railroad Company, for the operation of the road by that company upon completion.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward B. Sturges,	Scranton, Pa.,	Last Wednesday of January, 1891.
Wm. H. Richmond,	Dickson City, Pa.,	do. do.
Clarence D. Simpson,	Scranton, Pa.,	do. do.
John Jermyn,	Scranton, Pa.,	do. do.
O. S. Johnson,	Scranton, Pa.,	do. do.
W. W. Paterson,	Scranton, Pa.,	do. do.
J. E. Childs,	New York, N. Y.,	do. do.
John B. Kerr,	New York, N. Y.,	do. do.
Daniel Scurry,	Carbondale, Pa.,	do. do.
Edward Clarkson,	Carbondale, Pa.,	do. do.
Clarence E. Spencer,	Carbondale, Pa.,	do. do.
Thomas P. Fowler,	New York, N. Y.,	do. do.
Edward Dolph,	Scranton, Pa.,	Deceased; vacancy not filled.

Date of last meeting of stockholders for election of directors: 29th January, 1890.

Postoffice address of general office: Commonwealth Building, Scranton, Pa., and 16,818 Exchange Place, New York, N. Y.

Postoffice address of operating company: New York, Ontario and Western Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward B. Sturges,	Scranton, Pa.
Vice President and General Manager,	James E. Childs,	New York, N. Y.
Secretary,	John Fleming,	New York, N. Y.
Treasurer,		
Assistant Treasurer,	C. R. Pitcher,	Scranton, Pa.
Chief Engineer,	Edward Canfield,	Middletown, N. Y.
General Solicitor, Attorney or Counsel,	John B. Kerr,	New York, N. Y.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,981,384 76	Capital stock,	$1,500,000 00
Cash and current assets,	55,467 07	Funded debt,	1,500,000 00
		Current liabilities,	36,851 83
Total,	$3,036,851 83	Total,	$3,036,851 83

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line
	From—	To—	Miles.	
First mortgage, five per cent.,	Hancock Junction, N. Y.,	Scranton, Pa.,	54.05	$27,752 08

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847. Act of incorporation was approved April 13 1846; letters patent issued February 25, 1847; first election for directors held March 30, 1847.

By what authority incorporated: Pennsylvania Railroad Company organized under laws of State of Pennsylvania; act of incorporation approved April 13, 1846 (see P. L. page 112); acts supplementary or amendatory thereto have also been approved, as follows: April 13, 1846 (P. L. p. 326), March 17, 1848 (P. L. p. 273), March 20, 1849 (P. L. p. 196); April 5, 1849 (P. L. p. 341), April 5, 1849 (P. L. p. 360), April 2, 1850 (P. L. p. 1031), April 6, 1850 (P. L. p. 373), April 26, 1850 (P. L. p. 583), April 12, 1851 (P. L. p. 518), January 29, 1852 (P. L. p. 639), April 23, 1852 (P. L. p. 394), May 1, 1852 (P. L. p. 508), May 6, 1852 (P. L. p. 616), March 3, 1853 (P. L. p. 137), March 23, 1853 (P. L. p. 219), May 11, 1853 (P. L. p. 672), May 20, 1853 (P. L. p. 677), February 16, 1854 (P. L. p. 72), February 17, 1854 (P. L. p. 76), April 18, 1854 (P. L. p. 385), April 19, 1854 (P. L. p. 392), April 21, 1854 (P. L. p. 453), April 6, 1855 (P. L. p. 196), May 2, 1855 (P. L. p. 409), May 2, 1855 (P. L. p. 412), May 7, 1855 (P. L. p. 459), February 7, 1856 (P. L. p. 33), April 18, 1856 (P. L. p. 447), April 22, 1856 (P. L. p. 526), May 13, 1856 (P. L. p. 554), April 1, 1857 (P. L. p. 209), May 16, 1857 (P. L. p. 519), May 16, 1857 (P. L. p. 539), May 20 1857 (P. L. p. 598) May 20, 1857 (P. L. p. 599), May 21, 1857 (P. L. p. 649) March 19, 1858 (P. L. p. 136) April 1, 1858 (P. L. p. 197), January 4, 1859 (P. L. p. 827), April 11, 1859 (P. L. p. 512), April 15, 1859 (P. L. p. 679), March 19, 1860 (P. L. p. 175), March 30, 1860 (P. L. p. 365), March 30, 1860 (P. L. p. 379), April 5, 1860 (P. L. p. 667), March 7, 1861 (P. L. p. 88), March 16, 1863 (P. L. p. 132), April 1, 1863 (P. L. p. 194), April 18, 1863 (P. L. p. 512), April 20, 1864 (P. L. p. 514), April 23, 1864 (P. L. p. 535), April 27, 1864 (P. L. p. 615), April 27, 1864 (P. L. p. 634), April 28, 1864 (P. L. p. 650), July 7, 1864 (P. L. p. 951), August 10, 1864 (P. L. p. 1035), August 12, 1864 (P. L. p. 963), March 21, 1865 (P. L. p. 466), March 23, 1865 (P. L. p. 584), March 23, 1865 (P. L. p. 643), April 4, 1866 (P. L. p. 819), March 21, 1866 (P. L. p. 263), April 11, 1866 (P. L. p. 798), March 22, 1867 (P. L. p. 528), April 10, 1867 (P. L. p. 993), April 4, 1868 (P. L. p. 58), December 29, 1869 (P. L. p. 1374), April 6, 1870 (P. L. p. 1008), February 17, 1871 (P. L. p. 55), March 8, 1871 (P. L. p. 188), March 8, 1871 (P. L. p. 189), March 8, 1871 (P. L. p. 190), March 25, 1871 (P. L. p. 451), March 6, 1872 (P. L. p. 220), March 7, 1872 (P. L. p. 259), February 18, 1873 (P. L. p. 146), March 12, 1873 (P. L. p. 253), June 6, 1873 (P. L. p. 415).

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
George B. Roberts.	233 South Fourth street, Philadelphia.	March 24,	1891.
Wistar Morris.	204 South Third street, Philadelphia.	do.	do.
Alexander M. Fox.	2653 Frankford avenue, Philadelphia.	do	do.
Alexander Biddle.	1307 Walnut street, Philadelphia.	do.	do.
N. Parker Shortridge.	Wynnewood, Montgomery county, Pa.	do.	do.
Henry D. Welsh.	Wissahickon Heights Chest. Hill, Phila.	do.	do.
William L. Elkins.	423 Walnut street, Philadelphia.	do.	do.
W. H. Houston.	308 Walnut street, Philadelphia.	do	do.
A. J. Cassatt.	305 Walnut street, Philadelphia.	do	do.
C. A. Griscom.	307 Walnut street, Philadelphia.	do.	do.
B. B. Comegys.	Philadelphia National Bank, Phila.	do	do.
Amos R. Little.	Girard National Bank Building, Phila.	do.	do.
William H. Barnes.	234 South Fourth street, Philadelphia.	do.	do.
Frank Thompson.	233 South Fourth street, Philadelphia.	do.	do.
J. N. DuBarry.	233 South Fourth street, Philadelphia	do.	do.
John P. Green.	233 South Fourth street, Philadelphia.	do.	do.

Date of last meeting of stockholders for election of directors: Tuesday, March 25, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George B. Roberts	233 South Fourth st., Philadelphia.
First Vice President	Frank Thomson	do. do.
Second Vice President	J. N. DuBarry	do. do.
Third Vice President	John P. Green	do. do.
Secretary	John C. Sims, Jr.	do. do.
Assistant Secretary	Daniel S. Newhall	do. do.
Treasurer	Robert W. Smith	do. do.
Assistant Treasurer	George E. Peabody	do. do.
Cashier	Benjamin F. Crawford	do. do.
Chief Engineer	Wm. H. Brown	do. do.
Assistant Chief Engineer	Joseph T. Richards	do. do.
General Solicitor, Attorney or Counsel	John Scott	do. do.
Assistant General Solicitor	James A. Logan	do. do.
Comptroller	Robert W. Downing	do. do.
Assistant Comptroller	M. Riebenock	do. do.
General Manager	Charles E. Pugh	do. do.
General Passenger Agent	James R. Wood	do. do.
Assistant General Passenger Agent	George W. Boyd	do. do.
General Freight Agent	W. H. Joyce	do. do.
Assistant General Freight Agent	C. A. Chipley	do. do.
General Superintendent Motive Power	T. N. Ely	Altoona, Pa.
General Superintendent Transportation	S. M. Prevost	233 South Fourth st., Philadelphia.
General Superintendent Penna. R. R. Div.	F. L. Sheppard	Altoona, Pa.
General Sup't United R. R., N. J. Div.	F. Wolcott Jackson	Jersey City, N. J.
General Sup't Phila. & Erie R. R. Div.	Robert Neilson	Williamsport, Pa.
Sup't of Voluntary Relief Department	J. A. Anderson	Trenton, N. J.
Superintendent of Employes Saving Fund	D. S. Newhall	233 South Fourth st., Philadelphia.
General Baggage Agent	F. J. McWade	Broad Street Station, Philadelphia.
Manager of Empire Line	George M. Ball	233 South Fourth st., Philadelphia.
Manager of Union Line	D. S. Gray	Columbus, Ohio.
Purchasing Agent	Enoch Lewis	233 South Fourth st., Philadelphia.
Assistant Purchasing Agent	A. W. Sumner	do. do.
Real Estate Agent	Jno. C. Wilson	do. do.
Chief Conveyancer	Geo. W. I. Ball	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Main line owned:				
Filbert Street Extension	Phila. Broad st. station	West Philadelpeia	1.00	1.00
Philadelphia and Columbia branch	West Philadelphia	Columbia, Pa.	80.15	80.15
Pennsylvania railroad	Harrisburg	Pittsburgh	248.26	248.26
Total			329.41	329.41
Branch line owned:				
Delaware Extension	In Philadelphia		7.84	7.84
Swanson Street Extension	In Philadelphia		1.22	1.22
Girard Point branch	In Philadelphia		2.06	2.06
Schuylkill River branch	In Philadelphia		1.70	1.70
Fifty-second Street branch	In Philadelphia		.14	.14
Frazer branch	Frazer, Pa.	Zermatt, Pa.	1.80	1.80
Lancaster Cut-off	At Lancaster		2.42	2.42
Columbia Bridge	Columbia, Pa.	Wrightsville, Pa.	1.11	1.11
York branch	Wrightsville, Pa.	York	11.77	11.77
Tyrone branch	Tyrone	Vail, Pa.	3.15	3.15
Hollidaysburg branch	Altoona	Hollidaysburg, Pa.	9.60	9.60
Morrison's Cove branch	Hollidaysburg, Pa.	Henrietta, Pa.	18.90	18.90
Martinsburg branch	Martinsburg Jc., Pa.	Martinsburg, Pa.	.70	.70
Bloomfield branch	Roaring Spring, Pa.	Ore Hill, Pa.	3.00	3.00
Williamsburg branch	Williamsburg Jc., Pa.	Carlin, Pa.	17.90	17.90
Springfield branch	Springfield Jc., Pa.	Oreminia, Pa.	8.20	8.20
Lilly branch	Lilly, Pa.	Coal Mines, Pa.	.76	.76
Ben's Creek branch	Ben's Creek, Pa.	Coal Mines, Pa.	1.61	1.61
Martin's branch	Near Portage, Pa.	Coal Tipple, Pa.	3.14	3.14
Wilmore branch	Near Ben's Creek	Near Summerhill, Pa.	.67	.67
Summerhill branch	Summerhill, Pa.	South Fork, Pa.	2.03	2.03
Alexandria branch	Donahue, Pa.	Crabtree, Pa.	4.55	4.55
Bull Run branch	Jeanette, Pa.	Glass Works, Pa.	.67	.67
Manor branch	Manor, Pa.	Claridge, Pa.	4.30	4.30
Indiana branch	Blairsville Int.	Indiana	18.91	18.91
Port Perry branch	Near Brintons, Pa.	Thompson, Pa.	1.37	1.37
Total			129.52	129.52

PROPERTY OPERATED—*Continued.*

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Lines operated under lease, contract, etc.:				
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad.	Dillerville, Jc., Pa. Columbia, Pa.	Harrisburg, Pa. Branch Int., Pa.	53.74	53.74
West Chester railroad.	Zermatt, Pa.	West Chester Pa.	5.00	5.00
Pennsylvania Schuylkill Valley R. R.	West Philadelphia,	New Boston, Pa., and branches.	118.91	118.91
Downingtown and Lancaster railroad	Downingtown, Pa.	New Holland, Pa.	28.11	28.11
Pomeroy and Newark railroad.	Pomeroy, Pa.	Newark, Del.	26.70	21.66
Columbia and Port Deposit railroad.	Columbia, Pa.	erryville, Md.	43.53	28.97
Hanover and York railroad.	Hanover, Pa.	York, Pa.	18.35	18.35
Littlestown railroad.	Hanover, Pa.	enn'a and Md. State Line.	9.30	9.30
Frederick and Penn'a line railroad.	Penn'a and Md. State line.	Frederick, Md.	28.00	.....
Mifflin and Centre County railroad.	Lewistown Jc., Pa.	Milroy, Pa.	12.43	12.43
Sunbury and Lewistown railway.	Lewistown boro', Pa.	Selinsgrove Jc., Pa.	43.45	43.45
Bedford and Bridgeport railroad.	Mt. Dallas, Pa.	enna & Md. State line and branch.	49.17	49.17
Lewisburg and Tyrone railroad.	Tyrone, Pa. Montandon, Pa.	Fairbrook, Pa., and branches. Near Lemont, Pa.	85.08	85.08
Bald Eagle Valley railroad.	Vail, Pa.	Lock Haven, Pa., and branches.	88.98	88.98
Tyrone and Clearfield railway.	Vail, Pa.	Curwensville, Pa., and branches.	109.05	109.05
Tipton railroad.	Tipton, Pa.	Tipton Run Coal Mines Pa.	4.44	4.44
Cambria and Clearfield railroad.	La Jose, Pa.	Brubaker Jc., Pa., and branches.	29.09	29.09
Ebensburg and Cresson railroad.	Cresson, Pa.	Ebensburg, Pa.	11.00	11.00
South West Pennsylvania railway.	Near Greensburg, Pa.	Fairchance, Pa., and branches.	100.09	100.09
Western Pennsylvania railroad.	Bolivar, Pa.	Allegheny City, Pa., and branch.	98.23	98.23
Pittsburgh, Virginia & Charleston Ry	Pittsburgh (S. side).	West Brownsville, Pa. and branch.	72.52	72.52
Sunbury, Hazelton & Wilkes-Barre Ry	Sunbury.	Tomhicken, Pa.	43.44	43.44
North and West Branch railway.	Catawissa, Pa.	Wilkes-Barre, Pa., and branch.	47.82	47.82
Nescopec railroad.	Rock Glen, Jc., Pa.	Nescopec, Pa.	11.96	11.96
Susquehanna and Clearfield railroad.	Keating, Pa.	Karthaus, Pa., and branch.	24.89	24.89
Ridgway and Clearfield railroad.	Ridgway, Pa.	Falls Creek, Pa.	27.23	27.23
Johnsonburg railroad.	Johnsonburg, Pa.	Clermont, Pa.	19.69	19.69
Philadelphia and Erie railroad.	Sunbury.	Erie, Pa.	287.56	287.56
River Front railroad.	In Philadelphia.	.....	3.86	3.86
Kensington and Tacony railroad.	In Philadelphia.	.....	2.28	2.28
Connecting railway.	Mantua Jc., Phila.	Frankford Jc., Phila.	6.75	6.75
Philadelphia, Germantown and Chestnut Hill railroad.	Germantown Jc., Phila	Chestnut Hill, Phila.	6.75	6.75
Philadelphia and Trenton railroad.	Kensington, Phila.	Morrisville, Pa.	26.50	26.50
Frankford and Holmesburg railroad.	Holmesburg Jc. Phila.	Bustleton, Phila.	4.16	4.16
Martin's Creek Railway of Penn'a.	Middle of Del. River.	Junction, Bangor and Portland railway, Pa.	.15	.15
United N. J. R. R. and Canal Company lines.	Trenton and Camden, N. J.	Jersey City, S. Amboy, N. J., and branches.	144.72	.....
Perth Amboy & Woodbridge railroad.	Rahway, N. J.	Perth Amboy, N. J.	6.40	.....
Millstone & New Brunswick railroad.	New Brunswick, N. J.	Millstone, N. J.	6.64	.....
Rocky Hill railroad.	Kingston, N. J.	Rocky Hill, N. J.	2.38	.....
Trenton Delaware bridge.	Morrisville, Pa.	Trenton, N. J.	.19	.....
Belvidere Delaware railroad.	Trenton, N. J.	Manunka Chunk, N. J. and branch.	79.16	.....
Enterprise railroad.	Coalport N. J.	East Trenton, N. J.	1.26	.....
Martin's Creek R. R. of New Jersey.	Middle Del. River.	Near Martin's Creek, N. J.	.14	.....
Columbus, Kinkora & Springfield R. R	Kinkora, N. J.	New Lisbon, N. J.	14.16	.....
Camden and Burlington Co. railroad.	Camden, N. J.	Pemberton, N. J., and branch.	29.61	.....
Vincentown Branch railroad.	Evansville, N. J.	Vincentown, N. J.	2.84	.....
Mt. Holly, Lumberton & Medford R. R	Mt. Holly, N. J.	Medford, N. J.	5.95	.....
Phila. & Long Branch railroad.	Birmingham, N. J.	Bay Head Jc., N. J., and branch.	49.11	.....
New York Bay railroad.	Near Waverly.	(Road not finished).	4.32	.....
Freehold & Jamesburg Agricultural railroad.	Jamesburg, N. J.	Sea Girt, N. J.	27.54	.....
Long Beach railroad.	Manahawkin, N. J.	Beach Haven, N. J., and branch.	20.50	.....
Hudson River ferries.	Jersey City, N. J.	New York, N. Y.	1.00	.....
Total.	.....	.....	1,944.13	1,500.60
Total mileage operated.	.....	.....	2,403.06	1,959.54

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CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	MARKET PRICE OF SHARES. June 30, 1890.	MARKET PRICE OF SHARES. Average for year.	DIVIDENDS DECLARED DURING THE YEAR ENDING JUNE 30, 1890. Rate.	DIVIDENDS DECLARED DURING THE YEAR ENDING JUNE 30, 1890. Amount.	Manner of payment for capital stock.	Number of shares.	Total cash realized.
Capital stock, common.	$50 00	$151,700,000 00	$113,488,600 00	$53 25	$53 75	November, 1889, 2½ per cent. on $106,545,400.00.	$2,663,635 00	Issued for cash.	2,269,772	$113,488,600 00
						May, 1890, 3 per cent. on $113,488,600.00.	3,404,658 00			
Total.							$6,068,293 00			

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME. Date of issue.	TIME. When due.	Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST. Rate.	INTEREST. When payable.	INTEREST. Amount accrued during year.	INTEREST. Amount paid during year.
General mortgage bonds.			$35,000,000 00						
Sterling coupon.	1870.	1910.		$13,490,760 00	$13,488,820 00	6 per ct.	January and July.	$809,329 20	$809,736 60
Dollar coupon.	1870.	1910.		2,000,000 00	2,000,000 00	6 "	April and October.	120,000 00	119,460 00
Dollar registered.	1870.	1910.		4,509,000 00	4,509,000 00	6 "	January and July.	270,540 00	272,700 00
				$19,999,760 00	$19,997,820 00			$1,199,869 20	$1,201,896 60
Consolidated mortgage bonds.			100,000,000 00						
Sterling coupons.	1873.	1905.		$24,250,000 00	$22,764,930 00	6 per ct.	January and July.	$1,365,895 80	$1,367,932 80
Dollar coupons.	1873.	1905		3,000,000 00	2,757,000 00	6 "	June and December.	165,420 00	167,160 00
Dollar registered.	1873.	1905.		2,000,000 00	1,961,000 00	6 "	March and June.	117,660 00	117,720 00
Dollar registered.	1879.	1919.		3,500,000 00	3,498,000 00	5 "	Sept. and December.	174,900 00	175,800 00
Dollar coupon.	1879.	1919.		1,500,000 00	1,500,000 00	5 "	March and September.	75,000 00	75,125 00
				$34,250,000 00	$32,480,930 00			$1,898,875 80	$1,903,737 80
Navy Yard mortgage registered bonds.	1876.	1901.	1,000,000 00	$1,000,000 00	$1,000,000 00	5 "	January and July.	$50,000 00	$50,000 00
P., W. & B. R. R. stock trust certificates.	1881.	1921.	10,000,000 00	10,000,000 00	8,089,000 00	4 "	January and July.	323,560 00	324,480 00
Collateral trust loan.	1883.	1913.	10,000,000 00	10,000,000 00	9,900,000 00	4½ "	June and December.	445,500 00	445,500 00
Equipment trust bonds.	1889.	1914.	3,000,000 00	3,000,000 00	3,000,000 00	4 "	March and September.	*60,000 00	60,000 00
Lien of the State of Pennsylvania.	1857.	1890.	7,500,000 00	7,500,000 00	620,151 16	5 "	January and July.	46,574 80	46,574 80
Total			$166,500,000 00	$85,749,760 00	$75,087,901 16			$4,024,379 80	$4,032,189 20

*One semi-annual payment.

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FUNDED DEBT—*Continued.*

A. GENERAL STATEMENT—CAR TRUST OBLIGATIONS.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of Payments.	EQUIPMENT COVERED.						Explanatory remarks.
				Box.	Stock.	Refrigerator.	Gondola.	Flat.	Total.	
The Pennsylvania Car Trust, Series A.	July 1, 1881.	10 years.	Ten.	500	500		670		1,670	These obligations are issued by the Car Trust Associations, and therefore do not appear on the books of the Pennsylvania Railroad Company as part of its funded debt.
The Pennsylvania Car Trust, Series B.	Jan. 1, 1882.	do.	Ten.	500	500		650		1,650	
The Pennsylvania Car Trust, Series C.	Jan. 1, 1882.	do.	Ten.	600			1,150		1,750	
The Pennsylvania Car Trust, Series D.	Oct. 1, 1882.	do.	Ten.				2,000		2,000	
The Pennsylvania Car Trust, Series E.	May 1, 1883.	do.	Ten.	862			1,100	200	2,162	
The Pennsylvania Car Trust, Series F.	Aug. 1, 1883.	do.	Ten.	1,322	50		552		1,924	
The Pennsylvania Car Trust, Series G.	Sept. 1, 1883.	do.	Ten.	1,250	350		326		1,926	
The Pennsylvania Car Trust, Series H.	June 1, 1884.	do.	Ten.			500	1,200		1,700	The Pennsylvania Railroad Company leases the cars from the trustees of the Car Trust Associations at a yearly rental, which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock, and the expenses of the trust.
The Pennsylvania Car Trust, Series I.	Dec. 1, 1884.	do.	Ten.				1,152		1,152	
The Pennsylvania Equipm'nt Trust, Series A.	Feb. 1, 1887.	do.	Ten.	266			2,100	150	2,516	
The Pennsylvania Equipm'nt Trust, Series B.	Nov. 1, 1886.	do.	Ten.	1,000			1,200		2,200	
The Pennsylvania Equipm'nt Trust, Series C.	Feb. 1, 1887.	do.	Ten.				2,256		2,256	
The Pennsylvania Equipm'nt Trust, Series D.	Aug. 1, 1887.	do.	Ten.	1,250			376	250	1,876	
The Pennsylvania Equipm nt Trust, Series E.	May 1, 1887.	do.	Ten.				1,986		1,986	
The Pennsylvania Equipm'nt Trust, Series F.	Feb. 1, 1888.	do.	Ten.	350		50	1,585		1,985	
The Pennsylvania Equipm'nt Trust, Series G.	May 1, 1888.	do.	Ten.	100			1,915		2,015	
The Pennsylvania Equipm'nt Trust, Series H.	Feb. 1, 1889.	do.	Ten.	1,050			525		1,575	
The Pennsylvania Equipm'nt Trust, Series I.	Aug. 1, 1889.	do.	Ten.	640			300		940	

FUNDED DEBT—*Continued.*

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST		Remarks.
		Original amount.	Amount outstanding July 1, 1890.	Amount accrued during year.	Amount paid during year.	
The Pennsylvania Car Trust, Series A	$1,000,000 00	$1,000,000 00	$100,000 00	$10,000 00	$10,000 00	The yearly rental is paid over by the Pennsylvania Railroad Company to the trustee in quarterly payments when due. If there is any interest outstanding which has not been paid to the stockholders it will appear on the books of the trustee.
The Pennsylvania Car Trust, Series B	1,000,000 00	1,000,000 00	200,000 00	12,500 00	12,500 00	
The Pennsylvania Car Trust, Series C	1,000,000 00	1,000,000 00	200,000 00	12,500 00	12,500 00	
The Pennsylvania Car Trust, Series D	1,000,000 00	1,000,000 00	500,000 00	16,250 00	16,250 00	
The Pennsylvania Car Trust, Series E	1,000,000 00	1,000,000 00	800,000 00	20,000 00	20,000 00	
The Pennsylvania Car Trust, Series F	1,000,000 00	1,000,000 00	400,000 00	21,250 00	21,250 00	
The Pennsylvania Car Trust, Series G	1,000,000 00	1,000,000 00	400,000 00	21,250 00	21,250 00	
The Pennsylvania Car Trust, Series H	1,000,000 00	1,000,000 00	400,000 00	25,000 00	25,000 00	
The Pennsylvania Car Trust, Series I	550,000 00	550,000 00	325,000 00	18,750 00	18,750 00	
The Pennsylvania Equipment Trust, Series A	1,000,000 00	1,000,000 00	700,000 00	31,000 00	31,000 00	
The Pennsylvania Equipment Trust, Series B	1,000,000 00	1,000,000 00	700,000 00	30,000 00	30,000 00	
The Pennsylvania Equipment Trust, Series C	1,000,000 00	1,000,000 00	700,000 00	31,000 00	31,000 00	
The Pennsylvania Equipment Trust, Series D	1,000,000 00	1,000,000 00	800,000 00	35,000 00	35,000 00	
The Pennsylvania Equipment Trust, Series E	1,000,000 00	1,000,000 00	700,000 00	32,000 00	32,000 00	
The Pennsylvania Equipment Trust, Series F	1,000,000 00	1,000,000 00	800,000 00	35,000 00	35,000 00	
The Pennsylvania Equipment Trust, Series G	1,000,000 00	1,000,000 00	800,000 00	36,000 00	36,000 00	
The Pennsylvania Equipment Trust, Series H	1,000,000 00	1,000,000 00	900,000 00	38,100 00	38,100 00	
The Pennsylvania Equipment Trust, Series I	559,000 00	559,000 00	559,000 00	21,560 00	21,560 00	
Total	$17,089,000 00	$17,089,000 00	$9,264,000 00	*$445,160 00	*$445,160 00	

*These are not the amounts carried to page 285. Some of the above cars are sub-let to other companies. Such companies paying the annual rental. The Pennsylvania Railroad Company charges to its income account the annual rental for the cars used by it. The amount on page 285 is the amount charged to "interest car trusts" by the Pennsylvania Railroad Company during the year.

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Common income and collateral trust bonds, etc.	$85,749,760 00	$75,087,901 16	$4,024,379 80	$4,032,189 20
Car trust obligations,	17,089,000 00	9,264,000 00	497,984 50	497,984 50
Total,	$102,838,760 00	$84,351,901 16	$4,522,364 30	$4,530,173 70

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1890.	
Cash,	$4,385,354 29	Audited vouchers and accounts,	$5,999,766 77
Bills receivable,	428,901 89	Wages and salaries,	2,661,924 11
Due from agents,	3,371,212 61	Net traffic balances due to other companies,	1,792,181 93
Net traffic balances due from other companies,	983,042 91	Dividends not called for,	109,986 50
Due from solvent companies and individuals,	18,387,719 80	Matured interest coupons unpaid,	35,321 46
Other cash assets (including material and supplies on hand),	12,397,425 69	Miscellaneous,	1,378,218 61
		Due to other companies (excluding traffic balances),	10,186,344 86
		Balance, cash assets,	17,759,913 45
Total,	$39,923,657 19	Total,	$39,923,657 19

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock,	$113,488,600 00	458.93	$247,289 56
Bonds,	75,087,901 16	458.93	163,615 15
Car trust obligations,	9,264,000 00	458.93	20,186 09
Total,	$197,840,501 16	458.93	$431,090 80

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RECAPITULATION—*Continued.*

*B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED).

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad	$1,182,550 00	$700,000 00	$4,013 34	$1,886,563 34	53.74	$35,105 38
West Chester railroad	165,000 00	75,000 00	20,602 51	260,602 51	5.00	52,120 50
Pennsylvania Schuylkill Valley railroad	6,739,850 00	6,700,000 00	815,491 31	14,255,341 31	118.91	119,883 45
Downingtown and Lancaster railroad	250,000 00	250,000 00	.....	.....	28.11	.....
Pomeroy and Newark railroad	500,000 00	.....	126,206 46	626,206 46	26.70	23,453 43
Columbia and Port Deposit railroad	497,100 00	1,882,000 00	1,064,140 00	3,443,240 00	43.53	79,100 39
Hanover and York railroad	224,250 00	191,100 00	.....	.....	18.35	.....
Littlestown railroad	34,850 00	40,000 00	.....	.....	9.30	.....
Frederick and Pennsylvania Line railroad	779,100 00	250,000 00	.....	.....	28.00	.....
Mifflin and Centre County railroad	167,775 00	200,000 00	.....	.....	12.43	.....
Sunbury any Lewistown railway	600,000 00	500,000 00	.....	1,100,000 00	43.45	25,316 46
Bedford and Bridgeport railroad	599,650 00	6,600,000 00	.....	.....	49.17	.....
Lewisburg and Tyrone railroad	1,200,000 00	200,000 00	94,327 79	1,494,327 79	85.08	17,563 80
Bald Eagle Valley railroad	1,535,000 00	360,000 00	.....	1,895,000 00	88.98	21,296 92
Tyrone and Clearfield railway	1,000,000 00	1,000,000 00	.....	2,000,000 00	109.05	18,340 21
Tipton railroad	43,250 00	.....	.....	43,250 00	4.44	9,740 99
Cambria and Clearfield railroad	400,000 00	.....	113,015 95	513,015 95	29.09	17,635 47
Ebensburg and Cresson railroad	42,000 00	80,000 00	.....	.....	11.00	.....
Western Pennsylvania railroad	1,775,000 00	4,225,000 00	.....	.....	98.23	.....
Southwest Pennsylvania railway	1,499,900 00	900,000 00	.....	2,399,900 00	100.09	23,977 42
Pittsburgh, Virginia and Charleston railway	1,805,200 00	3,000,000 00	.....	.....	72.52	.....
Sunbury, Hazleton and Wilkes-Barre railway	1,000,000 00	2,535,000 00	.....	3,535,000 00	43.44	81,376 61
North and West Branch railway	1,500,000 00	1,500,000 00	.....	3,000,000 00	47.82	62,735 26
Nescopec railroad	259,000 00	200,000 00	.....	.....	11.96	.....
Susquehanna and Clearfield railroad	286,000 00	285,000 00	.....	.....	24.89	.....
Ridgway and Clearfield railroad	491,000 00	491,000 00	.....	.....	27.23	.....
Johnsonburg railroad	200,000 00	200,000 00	25,051 03	425,051 03	19.69	21,587 15
Philadelphia and Erie railroad	10,375,000 00	19,474,000 00	.....	29,849,000 00	287.56	103,800 95
United New Jersey Railroad and Canal Company	21,240,400 00	20,000,000 00	.....	.....	145.72	.....
Trenton Delaware Bridge	198,900 00	350,000 00	.....	.....	.19	.....
Philadelphia and Trenton railroad	1,259,100 00	.....	1,600,887 07	2,859,987 07	26.50	107,924 04
Connecting railway	1,278,300 00	991,000 00	929,758 29	3,199,058 29	6.75	473,934 56
Kensington and Tacony railroad	100,000 00	.....	46,425 59	146,425 50	2.28	64,221 75
River Front railroad	216,000 00	216,000 00	179,855 03	611,855 03	3.86	158,511 67
Perth Amboy and Woodbridge railroad	194,020 00	100,000 00	.....	.....	6.40	.....
Millstone and New Brunswick railroad	95,750 00	.....	.....	.....	6.64	.....
Rocky Hill railroad	45,600 00	.....	.....	.....	2.38	.....
Belvidere Delaware railroad	1,150,000 00	3,521,000 00	.....	.....	79.16	.....
Enterprise railroad } Operations included with Belvidere Delaware railroad.	30,000 00	15,000 00	.....	.....	1.26	.....
Martin's Creek Railway of New Jersey } Operations included with Belvidere Delaware railroad.	28,000 00	.....	.....	.....	.14	.....
Martin's Creek Railway of Pennsylvania } Operations included with Belvidere Delaware railroad.	30,000 00	.....	.....	.....	.15	.....
Frankford and Holmesburg railroad	100,000 00	50,000 00	.....	.....	4.16	.....

Philadelphia, Germantown and Chestnut Hill railroad	1,000,000 00	1,000,000 00	71,800 00	2,071,800 00	6.75	306,933 33
Freehold and Jamesburg Agricultural railroad	295,600 00	498,600 00	.....	.....	27.54	.....
Columbia, Kinkora and Springfield railroad	64,500 00	129,800 00	.....	.....	14.16	.....
Philadelphia and Long Branch railroad	765,000 00	750,000 00	.....	.....	49.11	.....
Long Beach railroad	253,000 00	.....	.....	.....	20.50	.....
Camden and Burlington County railroad	381,925 00	350,000 00	.....	.....	29.61	.....
Vincentown Branch railroad	25,000 00	.....	.....	.....	2.84	.....
Mt. Holly, Lumberton and Medford railroad	95,650 00	75,000 00	.....	.....	5.95	.....
New York Bay railroad	.....	.....	.....	.....	4.32	.....
Total	.....	.....	.....	.....	1,944.13	.....

*Have no information as to "current liabilities" for the roads for which no "total" or "amount per mile of road" is shown.

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PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM.	Total expenditures during the year.	Credit, property and material sold and charged to income account.	Differences or net additions to property, etc.
Construction:			
Right of way	$235,624 30	$173,723 74	$61,900 56
Rails—additional tracks	621,288 57	254,833 44	366,455 13
New lines	1,070,971 61	117,411 58	953,560 03
Buildings, furniture and fixtures	926,580 62	257,639 18	668,941 44
Shop machinery and tools	215,138 02	.....	215,138 02
Wharfing, etc.	173,635 29	63,593 48	110,041 81
Other items	131,279 38	90,941 06	40,338 32
Total construction	$3,374,517 79	$958,142 48	$2,416,375 31
Real estate owned	$983,971 92	$452,842 56	$531,129 36
Equipment:			
Locomotives	$727,320 24	$48,000 00	$679,320 24
Passenger cars	204,670 77	47,000 00	157,670 77
Freight cars	558,346 27	98,814 30	459,531 97
Other cars of all classes	16,820 51	16,400 00	420 51
Floating equipment, including canal	156,425 00	99,175 04	57,249 96
Total equipment	$1,663,582 79	$309,389 34	$1,354,193 45
Grand total construction and equipment	$6,022,072 50	$1,720,374 38	$4,301,698 12
Net amount expended for construction in Pennsylvania	.....	.....	2,416,375 31

COST OF ROAD AND EQUIPMETT.

ITEM.	Total cost to June 30, 1889.	Net additions during year.	Total cost to June 30, 1890.
Construction:			
Shop machinery and tools	$1,231,478 52	$215,138 02	$1,446,616 54
Telegraph line	45,264 28	.....	45,264 28
Purchase of constructed road (Phila. & Columbia R. R.)	5,375,733 43	.....	5,375,733 43
Cost of construction	35,712,045 59	2,201,237 29	37,913,282 88
Total construction	$42,364,521 82	$2,416,375 31	*$44,780,897 13
Real estate owned	$14,827,461 01	$531,129 36	$15,358,590 37
Equipment:			
Locomotives	$10,812,342 14	$679,320 24	$11,491,662 38
Passenger cars	4,770,482 01	157,670 77	4,928,152 78
Freight cars	10,165,761 33	459,531 97	10,625,293 30
Other cars of all classes (maintenance of way)	177,161 15	420 51	177,581 66
Floating equipment	1,315,860 28	57,249 96	1,373,110 24
Total equipment	$27,241,606 91	$1,354,193 45	$28,595,800 36
Grand total construction and equipment	$84,433,589 74	$4,301,698 12	$88,735,287 86
Give cost of construction of that portion of road located in Pennsylvania	.....	.....	$44,780,897 13
Give cost of equipment of that portion of road located in Pennsylvania: Unable to tell; equipment used indiscriminately in different states.			

*The average cost per mile would not be reliable, as the total cost includes large amounts expended on lines not yet completed.

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INCOME ACCOUNT.

Gross earnings from operation,	$64,971,134 76	
Less operating expenses,	44,060,556 27	
Income from operation,		$20,910,578 49
Interest on bonds owned,	$1,888,088 43	
Dividends on stocks owned,	2,676,137 50	
Rentals of tracks, yards and terminals: Included in earnings.		
Net miscellaneous income,	1,558,268 67	
Income from other sources,		6,122,494 60
Total income,		$27,033,073 09
Deductions from income:		
Interest on funded debt accrued,	$4,522,364 30	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	204,939 29	
Rentals of leased roads,	10,378,171 31	
State tax on capital stock,	342,010 73	
Other deductions,	2,528,750 14	
Total deductions from income,		17,976,235 77
Net income,		$9,056,837 32
Dividends, 5½ per cent., common stock,	$6,068,293 00	
Loss and damage account, June, 1889, floods,	2,609,324 85	
Total,		8,677,617 85
Surplus from operations of year ending June 30, 1890,		$379,219 47
Surplus on June 30, 1889,		22,218,327 67
		$22,597,547 14
Less sundry charges to profit and loss account,		1,109,620 85
Surplus on June 30, 1890,		$21,487,926 29

EARNINGS FROM OPERATION.

ITEM.	Total receipts.	Actual earnings.
Passenger:		
Total passenger revenue,		$16,215,657 56
Mail,		1,188,187 64
Express,		1,104,144 85
Total passenger earnings,		$18,507,990 05
Total freight revenue,		45,632,959 28
Total passenger and freight earnings,		$64,140,949 33
Other earnings from operation:		
Rents,	$195,393 55	
Miscellaneous sources,	634,791 88	
Total other earnings,		830,185 43
Total gross earnings from operation,		$64,971,134 76

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BONDS OWNED.

NAME.		Total amount held.	Rate—per ct.	Income or interest received.
Allegheny Valley railroad funded debt mortgage		$5,510,000 00	7	. . . . .
American Bottom Lime, Marble and Coal Company		200,000 00	7	$14,000 00
Baltimore and Potomac railroad consolidated mortgage 5 per cent. gold		3,000,000 00	5	75,000 00
Bedford and Bridgeport railroad		1,000,000 00	7	. . . . .
Bell's Gap railroad first mortgage		13,000 00	7	910 00
Belvidere Delaware railroad consolidated mortgage		1,022,000 00	7	73,220 00
Burlington County railroad (Vincentown branch) first mortgage		15,000 00	6	. . . . .
Central Stock Yards and Transit Company		300,000 00	7	21,000 00
Chicago, St. Louis and Pittsburgh railroad consolidated mortgage 5 per cent.		5,782,000 00	5	. . . . .
Chicago, St. Louis and Pittsburgh railroad first consolidated mortgage 5 per cent. sinking fund		362,000 00	5	. . . . .
Cincinnati and Muskingum Valley railroad		754,000 00	7	. . . . .
Cincinnati, Richmond and Chicago railroad second mortgage		65,000 00	7	. . . . .
Clearfield and Jefferson railway first mortgage		33,000 00	6	1,980 00
Cleveland and Pittsburgh railroad consolidation and equipment betterment		270,000 00	7	. . . . .
Columbia and Port Deposit railroad		1,882,000 00	7	. . . . .
Cresson Springs Company		100,000 00	6	. . . . .
Downingtown and Lancaster railroad		200,000 00	4	. . . . .
Flemington Railroad and Transportation Company first mortgage		222,000 00	6	13,500 00
Frankford and Holmesburg railroad first mortgage		1,000 00	6	. . . . .
Frederick and Pennsylvania Line railroad first mortgage		230,500 00	6	. . . . .
Gettysburg and Harrisburg railroad first mortgage		16,500 00	6	870 00
Girard Point Storage Company		593,000 00	5	. . . . .
Grand Rapids and Indiana railroad		2,700,000 00	6	162,000 00
Indianapolis and St. Louis railroad 30 year		500,000 00	6	30,000 00
International Navigation Company		340,000 00	6	20,400 00
Jeffersonville, Madison and Indianapolis railroad first mortgage		310,000 00	7	21,806 71
Jersey City and Bergen railroad first mortgage		239,000 00	7	16,730 00
Johnsonburg railroad first mortgage		150,000 00	6	4,500 00
Junction railroad second mortgage		2,000 00	6	120 00
Lewisburg and Tyrone railroad certificates of indebtedness		200,000 00	6	12,000 00
Mifflin and Centre County railroad		200,000 00	6	. . . . .
Nescopec railroad debenture		200,000 00	. . .	. . . . .
Northern Central railway		27,000 00	6	2,430 00
North and West Branch railway first mortgage		1,400,000 00	6	84,000 00
Pennsylvania Canal Company		384,000 00	6	. . . . .
Pennsylvania Company		2,500,000 00	4½	67,500 00
Pennsylvania Company secured loan		13,000 00	6	195 00
Pennsylvania Schuylkill Valley railroad first mortgage		6,700,000 00	5	545,000 00
Pennsylvania Steel Company		18,000 00	5	900 00
Philadelphia and Erie railroad general mortgage registered		263,000 00	5	13,150 00
Philadelphia and Erie railroad gold		3,680,000 00	6	220,800 00
Philadelphia and Long Branch railroad first mortgage		750,000 00	5	. . . . .
Philadelphia and Midland railroad		250,000 00	5	. . . . .
Piedmont and Cumberland railway first mortgage		100,000 00	5	5,000 00
Pittsburgh, Cincinnati and St. Louis railway consolidated mortgage		326,000 00	7	23,660 00
Pittsburgh, Virginia and Charleston railway		3,000,000 00	5	150,000 00
Pittsburgh Wheeling and Kentucky railroad first mortgage		91,000 00	7	6,457 89
Pittsburgh, Youngstown and Ashtabula railroad first consolidated mortgage		670,000 00	5	19,925 00
Ridgway and Clearfield railroad first mortgage		491,000 00	5	24,550 00
Shamokin Valley and Pottsville railroad gold		605,000 00	7	42,350 00
Shenandoah Valley railroad general mortgage		3,000 00	6	. . . . .
Shenandoah Valley railroad receivers' certificate		10,000 00	6	600 00
South West Pennsylvania railway first mortgage		600,000 00	7	42,000 00
Steubenville and Indiana railroad		51,000 00	5	2,550 00
St. Louis, Vandalia and Terre Haute railroad second mortgage consolidated		225,000 00	7	16,350 83
Summit Branch railroad first mortgage		480,000 00	7	33,600 00
Sunbury, Hazleton and Wilkes-Barre railway first mortgage, series B		182,000 00	6	10,920 00
Sunbury, Hazleton and Wilkes Barre railway income		488,000 00	6	29,316 00
Susquehanna and Clearfield railroad first mortgage		285,000 00	5	14,250 00
Tyrone and Clearfield railway first mortgage		1,000,000 00	5	50,000 00
Washington Southern railway		1,000,000 00	5	. . . . .
Western Pennsylvania Exposition Society first mortgage		27,000 00	6	754 00
Western Pennsylvania railroad first mortgage coupon		20,500 00	6	. . . . .
Western Pennsylvania railroad branch		400 00	6	24 00
Income from bonds sold during year:				
Bellefonte, Nittany and Lemont railroad	$4,500 00			
Bell's Gap railroad consolidated mortgage	180 00			
Delaware and Raritan canal, etc.	8,277 00			
Erie and Pittsburgh railroad	147 00			
May's Landing and Egg Harbor City railroad	665 00			
		. . . . .	. . .	13,769 00
Total		. . . . .	. . .	$1,888,088 43

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Allegheny Valley railroad	$1,251,050 00	
Altoona Mechanics' Library and Reading-room Association	2,500 00	
Bald Eagle Valley railroad	706,250 00	858,730 00
Baltimore and Potomac railroad	4,081,100 00	100,730 00
Belvidere Delaware railroad	141,350 00	8,481 00
Cambria and Clearfield railroad instalment	300,000 00	
Camden and Atlantic railroad common	234,100 00	
Camden and Atlantic railroad preferred	451,950 00	13,558 50
Camden and Philadelphia Steamboat Ferry Company	215,800 00	15,062 50
Chartiers railway	333,850 00	16,505 00
Cleveland, Mt. Vernon and Delaware railroad common	1,100,000 00	
Columbus and Xenia railroad	500 00	42 00
Connecting railway	1,277,700 00	76,662 00
Cresson Springs Company common	182,150 00	
Cresson Springs Company preferred	50,000 00	
Cumberland Valley railroad common	975,800 00	
Cumberland Valley railroad preferred	237,200 00	97,040 00
Cumberland Valley and Martinsburg railroad	124,200 00	
Delaware and Schuylkill Market Company	250,000 00	
Downingtown and Lancaster railroad	300,000 00	
Frederick and Pennsylvania Line railroad preferred	461,000 00	
Freehold and Jamesburg Agricultural railroad	37,800 00	948 00
Frankford Creek railroad instalment	10,000 00	
Girard Point Storage Company	1,064,200 00	
Hanover and York railroad	223,250 00	
Horner and Susquehanna railroad instalment	10,500 00	
International Navigation Company	725,000 00	
Jersey City and Bergen railroad	245,500 00	12,275 00
Johnsonburg railroad	75,000 00	
Junction railroad	76,650 00	38,325 00
Kensington and Tacony railroad	100,000 00	
Lebanon and Reading railroad instalment	30,000 00	
Lewisburg and Tyrone railroad	1,110,450 00	
Little Miami railroad	177,600 00	20,890 00
Littlestown railroad	1,050 00	
Long Beach railroad	252,750 00	
Louisville Bridge Company	901,300 00	72,104 00
Manor Real Estate and Trust Company	878,400 00	
Martinsburg and Potomac railroad	75,800 00	
Mifflin and Center County railroad	137,100 00	
Milford and Bay Shore railroad instalment	1,012 50	
Mineral Railroad and Mining Company instalment	66,668 00	
McKeesport railroad instalment	20,000 00	
Nescopec railroad	259,000 00	
Newark Plank Road Company	63,375 00	3,168 75
New Jersey Warehouse and Guaranty Company, instalment	25,000 00	
Northern Central railway	3,488,950 00	265,824 00
Northwestern Ohio railway	1,600,000 00	
North and West Branch railway	925,000 00	55,500 00
Pennsylvania Canal Company	3,517,150 00	
Pennsylvania car trust	230,000 00	11,812 50
Pennsylvania equipment trust	1,164,000 00	52,250 00
Pennsylvania Company common	20,000,000 00	
Pennsylvania Schuylkill Valley railroad	6,739,100 00	
Pennsylvania Steel Company	262,700 00	22,737 00
Pennsylvania and Northwestern railroad	28,250 00	
Perth Amboy and Woodbridge railroad	164,020 00	
Philadelphia and Erie railroad common	3,501,800 00	
Philadelphia and Erie railroad preferred	2,400,000 00	168,000 00
Philadelphia and Long Branch railroad	764,900 00	
Philadelphia and Trenton railroad	500 00	50 00
Philadelphia, Germantown and Chestnut Hill railroad	999,750 00	
Philadelphia, Wilmington and Baltimore railroad	10,890,950 00	653,457 00
Piedmont and Cumberland railway	200,000 00	
Pittsburgh, Cincinnati and St. Louis railway common	100,000 00	
Pittsburgh, Cincinnati and St. Louis railway preferred	3,000,000 00	
Pittsburgh, Fort Wayne and Chicago railroad guarantee special	1,510,400 00	93,524 00
Pittsburgh, Virginia and Charleston railway	1,538,100 00	87,063 00
Pomeroy and Newark railroad	500,000 00	
Port Richard and Berger Point Ferry Company	40,000 00	
Ridgway and Clearfield railroad	491,000 00	29,460 00
River Front railroad	216,000 00	10,800 00
South West Pennsylvania railway	1,057,250 00	88,105 00
St. Louis, Vandalia and Terre Haute railroad first preferred	837,000 00	
Summit Branch railroad	2,190,200 00	
Sunbury, Hazleton and Wilkes-Barre railway	1,000,000 00	60,000 00
Susquehanna and Clearfield railroad	286,000 00	
Susquehanna Coal Company	2,136,800 00	213,680 00
Tipton railroad	43,250 00	
Tyrone and Clearfield railway	1,000,000 00	50,000 00
Turtle Creek Valley railroad instalment	100,000 00	
Trenton Cut-off railroad instalment	10,000 00	

STOCKS OWNED—CONTINUED.

NAME.		Total par value.	Income or dividend received.
United New Jersey Railroad and Canal Company		$1,350,000 00	$135,000 00
Washington Southern railway		999,900 00	.....
Waverly and New York Bay railroad		100,000 00	.....
Waverly and Passaic railroad		50,000 00	.....
West Chester railroad		165,000 00	8,250 00
West Jersey Ferry Company		143,250 00	11,460 00
West Jersey railroad		230,300 00	16,121 00
Western Pennsylvania railroad		1,753,350 00	105,201 00
West Penn and Shenango Connecting railway		83,000 00	.....
Income from stocks sold during year:			
Bell's Gap railroad	$1,177 50		
Mastillon and Cleveland railroad	2,343 75		
		.....	3,521 25
Total		.....	$2,676,137 50

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Delaware and Raritan canal	$497,585 30	$424,745 64	$72,839 66
Empire Line	.....	.....	193,022 25
Sunbury and Lewistown railway profit under lease	.....	.....	20,069 31
From branch roads for use of equipment	.....	.....	408,004 82
Interest on securities United New Jersey Railroad and Canal Company and Philadelphia and Trenton Railroad Company	.....	.....	318,328 58
Rents of properties United New Jersey Railroad and Canal Company and Philadelphia and Trenton Railroad Company	.....	.....	254,504 88
Interest on loans and general accounts	.....	.....	290,191 84
Premium on exchange	.....	.....	1,307 33
Total	.....	.....	$1,558,268 67
Amount returned from property from portion of road in Pennsylvania: Impossible to determine.			

OPERATING EXPENSES.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	$1,235,187 81	$2,570,387 06	$3,805,574 87
Renewals of rails	166,567 67	362,149 29	528,716 96
Renewals of ties	407,588 76	827,795 45	1,235,384 21
Repairs of bridges and culverts	474,745 16	989,145 22	1,463,890 38
Repairs of fences, road-crossings, signs and cattle guards	223,278 20	446,677 70	669,955 90
Repairs of buildings	475,608 38	833,561 38	1,309,169 76
Repairs of docks and wharves	14,638 21	177,518 41	192,156 62
Repairs of telegraph	33,614 21	73,550 78	107,164 99
Other expenses	10,312.04	21,225 48	31,537 52
Taxes	54,064 18	111,019 67	165,083 85
Total	$3,095,604 62	$6,413,030 44	$9,508,635 06
Maintenance of equipment:			
Repairs and renewals of locomotives	$784,359 63	$2,086,806 77	$2,871,166 40
Repairs and renewals of passenger cars	1,066,986 91	.....	1,066,986 91
Repairs and renewals of freight cars	.....	3,267,815 76	3,267,815 76
Repairs and renewals of ferry-boats, tugs, floats and barges	64,872 84	155,352 26	220,225 10

OPERATING EXPENSES—CONTINUED.

ITEM.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of equipment *Continued.*			
Shop machinery, tools, etc.	$49,670 90	$136,181 51	$185,852 41
Other expenses	260,244 33	579,502 24	839,746 57
Taxes	16,187 43	46,819 02	63,006 45
Total	$2,242,322 04	$6,272,477 56	$8,514,799 60
Conducting transportation:			
Wages of enginemen, firemen and roundhousemen	$842,731 58	$2,406,371 94	$3,249,103 52
Fuel for locomotives	999,262 15	2,627,091 07	3,626,353 22
Water supply for locomotives	98,238 34	196,577 98	294,816 32
All other supplies for locomotives	100,347 74	206,618 58	306,966 32
Wages of other trainmen	983,948 33	3,341,609 21	4,325,557 54
All other train supplies	289,942 73	150,500 94	440,443 67
Wages of switchmen, flagmen and watchmen	284,696 42	623,297 22	907,993 64
Expenses of telegraph, including train despatchers and operators	312,598 42	680,543 00	993,141 42
Wages of station agents, clerks and laborers	755,313 17	3,580,134 31	4,335,447 48
Station supplies	276,594 75	255,824 18	532,418 93
Car mileage—balance	190,022 82	2,141,334 99	2,331,357 81
Loss and damage	13,423 36	199,370 02	212,793 38
Injuries to persons	120,810 31	22,152 22	142,962 53
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies	178,124 81	464,201 34	642,326 15
Other expenses	207,265 03	305,963 93	513,228 96
Taxes	94,530 47	234,895 34	329,425 81
Total	$5,747,850 43	$17,436,486 27	$23,184,336 70
General expenses:			
Salaries of officers	$109,691 13	$254,643 32	$364,334 45
Salaries of clerks	285,952 95	595,702 64	881,655 59
General office expenses and supplies	30,422 72	78,374 71	108,797 43
Agencies, including salaries and rent	138,322 61	15,390 44	153,713 05
Advertising	158,146 97	58,899 97	217,046 94
Insurance	54,083 78	144,112 10	198,195 88
Expense of traffic associations	10,030 64	37,045 45	47,076 09
Expense of stock-yards and elevators	.....	35,223 90	35,223 90
Rentals not otherwise provided for	6,886 24	95,707 74	102,593 98
Legal expenses	28,815 10	52,604 73	81,419 83
Stationery and printing	183,613 30	389,887 17	573,500 47
Other general expenses	22,391 14	57,448 33	79,839 47
Taxes	2,588 53	6,799 30	9,387 83
Total	$1,030,945 11	$1,821,839 80	$2,852,784 91
Recapitulation of expenses:			
Maintenance of way and structures	$3,095,604 62	$6,413,030 44	$9,508,635 06
Maintenance of equipment	2,242,322 04	6,272,477 56	8,514,799 60
Conducting transportation	5,747,850 43	17,436,486 27	23,184,336 70
General expenses	1,030,945 11	1,821,839 80	2,852,784 91
Grand total	$12,116,722 20	$31,943,834 07	$44,060,556 27

Percentage of operation expenses to earnings, ... 67.82

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad	$28,000 00	$82,778 50	$6,138 92	$116,917 42
West Chester railroad	3,750 00	8,250 00	412 50	12,412 50
Pennsylvania Schuylkill Valley railroad	.....	.....	.....	547,774 22
Columbia and Port Deposit railroad	.....	.....	.....	162,329 85
Hanover and York railroad	.....	.....	.....	26,325 25
Littlestown railroad	.....	.....	.....	722 90
Frederick and Pennsylvania Line railroad	.....	.....	.....	2,678 08
Mifflin and Centre county railroad	.....	.....	.....	22,854 62
Sunbury and Lewistown railway	.....	.....	.....	241,230 89
Bedford and Bridgeport railroad	.....	.....	.....	18,360 28

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RENTALS PAID—CONTINUED.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Lewisburg and Tyrone railroad				$9,557 77
Bald Eagle Valley railroad				242,037 93
Tyrone and Clearfield railway	$50,000 00	$50,000 00	$12,500 00	112,500 00
Tipton railroad				2,615 98
Ebensburg and Cresson railroad				5,038 77
Western Pennsylvania railroad				815,252 23
South West Pennsylvania railway				435,582 77
Pittsburgh, Virginia and Charleston railway				291,243 22
Sunbury, Hazleton and Wilkes-Barre railroad				251,280 38
North and West Branch railway				292,101 09
Bellefonte, Nittany and Lemont railroad (1 month July, 1889)				620 77
Susquehanna and Clearfield railroad				1,425 82
Ridgway and Clearfield railroad				85,704 81
Philadelphia and Erie railroad				1,861,617 00
River Front railroad	9,720 00	10,800 00	2,480 00	23,000 00
Connecting railroad	59,460 00	76,698 00	3,834 90	139,992 90
United New Jersey Railroad and Canal Company	1,086,157 20	2,124,040 00	763,740 00	3,953,937 20
Philadelphia and Trenton railroad		49,410 00	4,765 50	54,175 50
Perth Amboy and Woodbridge railroad				64,481 53
Rocky Hill railroad		1,122 00	100 00	1,222 00
Belvidere Delaware railroad				415,584 72
Frankford and Holmesburg railroad				6 00
Philadelphia, Germantown and Chestnut Hill railroad				52,279 21
Freehold and Jamesburg Agricultural railroad				27,111 20
Camden and Burlington County railroad	21,000 00	22,915 50	500 00	44,415 50
Vincentown Branch		900 00		900 00
Mt. Holly, Lumberton and Merford railroad	5,250 00	5,739 00	200 00	11,189 00
Kensington and Tacony railroad				30 00
Cambria and Clearfield railroad				3,682 00
Trenton Delaware Bridge Company	24,500 00		3,500 00	28,000 00
Total rentals - A				$10,378,171 31

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$44,780,897 13	Capital stock	$113,488,600 00
Cost of equipment	28,595,800 36	Allotment, new stock, May, 1890	*8,902,700 00
Bonds of other companies owned	39,301,325 41	Funded debt	75,087,901 16
Stocks of other companies owned	72,909,222 70	Bonds, mortgages and ground rents payable	2,918,881 39
Other permanent investments	147,987 90	Current liabilities	22,163,743 74
U. N. J. R. R. and Canal Company's equipment	1,006,346 37	Equipment U. N. J. R. R. and Canal Company	1,006,346 37
U. N. J. R. R. and Canal Company's securities	3,774,894 60	Securities U. N. J. R. R. and Canal Company	3,774,894 60
Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, cost	1,882,550 00	Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad securities	1,882,550 00
Real estate owned	15,358,590 37	Fund for purchase of securities guaranteed by Pennsylvania railroad, created October 9, 1878	4,065,694 86
Girard Life Insurance Annuity and Trust Company, trustee, special equipment account Pennsylvania railroad 4 per cent. equipment transportation loan	3,000,000 00	Consolidated mortgage sinking fund	3,391,100 00
Managers of trust created October 9, 1878	4,065,694 86	Profit and loss	21,487,926 29
Cash and current assets	39,925,657 19	Total	$258,170,338 41
Other assets:			
Consolidated mortgage	1,622,000 00		
Sinking fund, equipment trust loan	75,000 00		
Sundries	1,726,341 52		
Total	$258,170,338 41		

* Privilege was given shareholders in May, 1890, of subscribing at par for eight per cent. of their respective holdings payable prior to September 1, 1890. Interest allowed from date of payment to November 1, 1890, when certificates of new stock will be issued in exchange for allotment receipts given. To June 30, 1890, $8,902,700.00 has been paid on account of said privilege.

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.	Item.	Total.
1. Net income:		
From operation	$20,910,578 49	
From other sources	6,122,494 60	
Total		$27,033,073 09
2. Increase in liabilities:		
* Sale of stocks	$6,943,200 00	
Allotment, new stock, May, 1890	8,902,700 00	
Bonds and mortgages	3,000,000 00	
Car trust obligations	300,095 34	
Increase in current liabilities	6,856,859 40	
Total		26,007,854 74
3. Decrease in assets:		
Cash on hand	$350,443 61	
Cash assets	112,307 00	
Other assets	2,249,212 00	
Total		2,711,962 61
4. Miscellaneous:		
Sale and exchange of securities owned	$3,064,413 04	
All other sources	1,185,690 81	
Total		4,250,103 85
Grand total		$59,997,994 29

RESOURCES ACCOUNTED FOR.	Item.	Total.
1. Fixed charges:		
Interest on funded debt	$4,522,364 30	
Other interest paid	204,939 29	
Rentals	10,378,171 31	
State tax on capital stock	342,010 73	
Total		$15,447,485 63
2. Other charges against net income	$6,247,695 84	
3. Dividends	6,068,293 00	
4. Betterments to property:		
Construction of new road, net	2,416,375 31	
Other permanent improvements, net	531,129 36	
Additional equipment, net	1,354,193 45	
Total		16,617,686 96
5. Decrease in liabilities:		
Reduction of funded debt	$413,425 20	
Decrease in current liabilities	6,029,339 99	
Total		6,442,765 19
6. Increase in assets:		
Cash assets	$5,084,335 35	
Other assets	6,606,234 09	
Total		11,690,569 44
7. Miscellaneous:		
Securities purchased and exchanges	$6,777,737 26	
Other expenditures	21,749 81	
Special equipment account, equipment trust loan	3,000,000 00	
Total		9,799,487 07
Grand total		$59,997,994 29

* Exchange of stock for allotment. Receipts account, allotment of May, 1889.

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IMPORTANT CHANGES DURING THE YEAR.

Williamsburg Branch extended 4.6 miles; Martin's Branch extended .28 of a mile; Bull Run Branch .67 of a mile opened for traffic.

Commenced operating Johnsonburg railroad, 19.69 miles, and New York Bay railroad, 4.32 miles.

$3,000,000.00 equipment trust 4% bonds issued. Bonds and mortgages payable increased $300,095.34. Capital stock increased $6,943,200.00 on account of privileges granted stockholders May 8, 1889, of subscribing at par for six per cent. of their respective holdings; new stock issued November 1, 1889.*

Lien of State of Pennsylvania reduced $413,425.20.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company.

United States mails carried.

Sleeping and parlor cars furnished by Pullman Palace Car Company. Pennsylvania railroad parlor and dining cars run.

Agreements with International Navigation Company, dated October 10, 1884, and January 13, 1886.

Agreement between the Peninsula Railroad Company of Maryland, the Peninsula Railroad of Virginia—consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company and the New York, Philadelphia and Norfolk Railroad Company dated September 26, 1883.

Agreement between the Pennsylvania Railroad Company, the Cumberland Valley Railroad Company, and the Shenandoah Valley Railroad Company, dated June 13, 1883.

Agreement between the West Virginia Central and Pittsburgh railway, Piedmont and Cumberland railway and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company in Maryland and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between West Virginia Central and Pittsburgh railway, Piedmont and Cumberland railway, Pennsylvania Railroad in Maryland, Huntingdon and Broad Top Mountain railroad and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, Martin's Creek Railway of Pennsylvania, Martin's Creek Railway of New Jersey and the Bangor and Portland Railway Company, dated April 18, 1885.

Agreement with Wester Union Telegraph Company, September 20, 1881.

* See page 294 as to similar allotment of May, 1890, not yet converted into stock.

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SECURITY FOR FUNDED DEBT.

General mortgage, executed July 1, 1867, to Wistar Morris and Josiah Bacon in trust, from Pittsburgh to Harrisburg, 248.26 miles; leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster railroad, connecting at Harrisburg and extending to Dillerville and Columbia, in Pennsylvania, 53.90 miles; from last-named point to Philadelphia, 81.15 miles; branches, 130.28 miles; equipment and property of all kinds, excepting the following, which appear fully described in the mortgage:

1st. The Steubenville extension in the city of Pittsburgh.

2d. Two certain lots or pieces of ground in the city of Pittsburgh.

3d. Certain real estate in the Twenty-fourth ward of the city of Philadelphia.

Consolidated mortgage, executed July 1, 1873, to Wistar Morris, Josiah Bacon and Edmund Smith in trust, covering same property as described in the general mortgage, with the addition of the following items: Leasehold interest in the United Railroad and Canal Company of New Jersey, the Philadelphia and Trenton Railroad Company, the Connecting Railway Company, the Philadelphia and Erie Railroad Company, the Harsionus Cove property, being real estate situated in Jersey City and Hoboken, New Jersey. Certain securities covered by this mortgage and charged at a valuation of $54,417,931.16.

Navy Yard mortgage, covering real estate situated in Philadelphia on the river Delaware. Mortgage executed January 1, 1876, to the Fidelity Insurance Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore railroad stock. Trust certificates issued by the Pennsylvania company for insurance on lives and granting annuities. Secured by deposit of 170,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company, of the par value of $50.00 per share, and by contract of the Pennsylvania Railroad Company, made July 1, 1881.

Collateral trust loan, secured by deed of trust, dated June 1, 1883, to the Provident Life and Trust Company in trust, with securities deposited with the trustee for the redemption of the loan, amounting to the par value of $13,600,000.00.

Main line bond. Lein of the Commonwealth of Pennsylvania against the main line of the public works. Sold to Pennsylvania Railroad Company June 25, 1857.

Equipment trust gold coupon bonds. Lien upon 6,000 cars purchased with proceeds of sale of bonds, and upon other cars that may be purchased under terms of sinking fund. Cars held by the Girard Life Insurance, Annuity and Trust Company of Philadelphia as trustee.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	246	$727,222 00	....
General office clerks	1,444	1,278,579 97	$2 46
Station agents	785	488,286 58	1 72
Other station men	6,418	3,432,324 43	1 71
Enginemen	1,905	2,070,264 43	3 48
Firemen	1,996	1,136,963 70	1 83
Conductors	1,467	1,409,261 51	3 08
Other trainmen	5,309	2,878,992 17	1 73
Machinists	2,603	1,979,557 81	2 43
Carpenters	3,071	1,899,583 48	1 98
Other shopmen	5,082	2,607,596 20	1 64
Section foremen	899	576,006 15	2 05
Other trackmen	9,304	3,337,900 02	1 15
Switchmen, flagmen and watchmen	2,317	1,124,138 02	1 55
Telegraph operators and dispatchers	1,514	982,392 59	2 08
Employes—account floating equipment	548	377,252 36	2 21
All other employes and laborers	5,840	2,805,430 11	1 54
Total	50,748	$29,111,751 53	....
Employes in Pennsylvania: Total number of employes in Pennsylvania and total yearly compensation of employes in Pennsylvania: Impossible to determine as employes are not confined to one state.			

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	41,764,226			
Number of passengers carried one mile,	743,605,983			
Average distance carried,	17.8 miles.			
Total passenger revenue,		$15,569,601	09	
Average amount received from each passenger,			37	3
Average receipts per passenger per mile,			2	094
Estimated cost of carrying each passenger one mile,			1	578
Passenger earnings per mile of road,		7,701	84	
Passenger earnings per train-mile,		1	33	
Freight traffic:				
Number of tons carried of freight earning revenue,	65,173,118			
Number of tons carried one mile,	6,908,119,896			
Average distance haul of one ton,	106 miles.			
Total freight revenue,		45,632,959	28	
Average amount received for each ton of freight,			70	
Average receipts per ton per mile,				661
Estimated cost of carrying one ton one mile,				462
Freight earnings per mile of road,		18,989	52	
Freight earnings per train-mile,		2	06	
Passenger and freight:				
Passenger and freight earnings,		64,140,949	33	
Passenger and freight earnings per mile of road,		26,691	36	
Expense per mile of road,		18,335	19	
Total earnings per mile of road, including mails, express, etc.,		27,036	83	
Number of passenger trains,	386,890			
Number of freight trains,	496,707			
Number of mixed trains,	14,192			
Train mileage:				
Miles run by passenger trains,	13,428,330			
Miles run by freight trains,	22,106,000			
Miles run by mixed trains: Included in passenger and freight.				
Total mileage of trains earning revenue,	35,534,420			
Miles run by switching trains,	10,917,458			
Miles run by construction and other trains,	1,695,823			
Grand total train mileage,	48,147,701			

ITEM.	P. R. R. Div.	U. R. R. Div.	P. & E. R. R. Div.
Average number of freight cars in train,	29	28	35
Average number of loaded cars in train,	18	18	24
Average number of empty cars in train,	11	10	11
Average number of tons of freight in train,	312	246	390
Average number of tons of freight in each loaded car,	17	14	16
Average speed adopted by ordinary passenger trains (miles per hour),	27	27	25
Average speed adopted by ordinary express trains (miles per hour),	34	35	
Average speed adopted by ordinary freight trains (miles per hour),	15	18	11

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FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	Freight originating on this road.	Freight received from connecting roads and other carriers.	TOTAL FREIGHT TONNAGE.	
			Whole tons.	Per cent.
Products of Agriculture:	*Whole tons.*	*Whole tons.*		
Grain	228,445	1,234,137	1,462,582	2.96
Flour	138,420	382,897	521,317	1.06
Other mill products	64,253	172,504	236,757	.48
Hay	74,933	51,373	126,306	.26
Tobacco	26,269	40,359	66,628	.14
Cotton	4,609	123,680	128,289	.26
Fruit and vegetables	101,581	241,979	343,560	.70
Other articles	78,436	86,090	164,526	.33
Products of animals:				
Live stock	172,576	335,486	508,062	1.03
Dressed meats	6,505	102,261	108,766	.23
Other packing house products	4,067	76,430	80,497	.16
Poultry, game and fish	7,677	15,951	23,628	.05
Wool	4,119	11,428	15,547	.03
Hides and leather	72,598	52,077	124,675	.25
Other articles	268,320	118,467	386,787	.78
Products of mines:				
Anthracite coal	1,992,718	5,230,935	7,223,653	14.65
Bituminous coal	7,301,961	5,238,242	12,540,203	25.43
Coke	5,135,030	317,664	5,452,694	11.06
Ores	832,714	1,293,990	2,126,704	4.31
Stone, sand and other like articles	2,273,576	557,789	2,831,365	5.74
Other articles	7,985	14,468	22,453	.05
Products of forest:				
Lumber	1,439,531	1,339,552	2,779,083	5.64
Other articles	210,658	79,554	290,212	.59
Manufactures:				
Petroleum and other oils	336,079	662,281	998,360	2.02
Sugar	300,099	17,307	317,406	.64
Naval stores	2,276	1,984	4,260	.01
Iron, pig and bloom	996,274	795,411	1,791,685	3.63
Iron and steel rails	468,459	172,634	641,093	1.30
Other castings and machinery	1,263,350	1,069,671	2,333,021	4.73
Bar and sheet metal	165,826	161,495	327,321	.66
Cement, brick and lime	763,535	190,403	953,938	1.93
Agricultural implements	4,923	7,916	12,839	.03
Wagons, carriages, tools, etc.	5,407	4,940	10,347	.02
Wines, liquors and beers	75,965	50,311	126,276	.26
Household goods and furniture	24,547	19,909	44,456	.09
Other articles	2,188,474	1,167,958	3,356,432	6.81
Merchandise	95,787	107,061	202,848	.41
Miscellaneous: Other commodities not mentioned above	329,034	298,761	627,795	1.27
Total tonnage	27,467,016	21,845,355	49,312,371	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS WITH AUTOMATIC COUPLER FITTED	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger	18	386	386	Westinghouse.	....	....
Freight	55	952	952	do.	....	....
Switching	....	170	170	do.	....	....
Total	75	1,508	1,508	....	....	....
Cars in passenger service:						
First-class passenger cars	27	863	863	Westinghouse.	863	Janney.
Second-class passenger cars	....	72	72	do.	72	do.
Combination passenger cars	....	146	146	do.	146	do.
Emigrant cars	....	70	70	do.	70	do.
Dining cars	2	6	6	do.	6	do.
Parlor cars	....	15	15	do.	15	do.
Baggage, express and postal cars	8	242	242	do.	242	do.
Total	37	1,414	1,414	....	1,414	....
Cars in freight service:						
Box cars	764	6,955	1,418	Westinghouse.	1,428	Janney.
Flat cars	....	13	....	....	....	....
Stock cars	....	1,462	338	Westinghouse.	338	Janney.
Coal cars	6	16,804	....	....	....	....
Tank cars	....	1,140	....	....	....	....
Refrigerator cars	....	52	14	Westinghouse.	14	Janney.
Total	770	26,366	1,770	Westinghouse.	1,780	Janney.
Cars in company's service:						
Gravel cars	107	908	340	Westinghouse.	....	....
Derrick cars	3	64	....	....	....	....
Caboose cars	105	718	....	....	....	....
Other road cars	86	1,644	....	....	....	....
Total	301	3,329	340	Westinghouse.	....	Janney.
Cars contributed to fast freight line service:						
Box	4	3,448	185	Westinghouse.	185	Janney.
Refrigerator	....	150	150	do.	150	do.
Rack	....	58	....	....	....	....
Total	1,112	34,765	3,859	....	3,529	....
Cars leased:						
Box	110	2,135	1,165	Westinghouse.	1,165	Janney.
Stock	....	500	78	do.	78	do.
Coal	3,074	14,957	....	....	....	....
Refrigerator	....	550	221	Westinghouse.	221	Janney.
Grand total	4,296	52,907	5,323	Westinghouse.	4,993	Janney.

MILEAGE.

MILEAGE OF ROAD BY COMPANY MAKING OPERATING REPORT.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract or otherwise	Total mileage operated.	Total mileage operated in Penna.	New line constructed during year.	RAILS. Iron.	RAILS. Steel.	AVERAGE WEIGHT OF RAIL PER YARD. Iron.	AVERAGE WEIGHT OF RAIL PER YARD. Steel.
Miles of single track	331.83	127.10	1,943.13	2,402.06	1,959.54	38.30	216.25	2,185.81	40 to 60 lbs.	56 to 88 lbs.
Miles of second track	331.83	13.33	320.77	665.93	570.29	3.58	.35	665.58		
Miles of third track	171.98	.....	101.67	273.65	220.04	.31	1.75	271.90		
Miles of fourth track	70.90	.....	97.12	168.02	113.38	2.92	.....	168.02		
Miles of yard track, sidings and spurs	322.19	97.38	881.37	1,300.94	991.00	30.94	424.64	876.30		
Total mileage operated (all tracks)	1,228.73	237.81	3,344.06	4,810.60	3,854.25	76.05	642.99	4,167.61	.....	.....

MILEAGE OF LINE BY COMPANY NOT MAKING OPERATING REPORT.

	Main line owned.	Branch line owned.	New line constructed during year.	Total mileage.	Mileage in Penna.	RAILS. Iron.	RAILS. Steel.	AVERAGE WEIGHT OF RAIL PER YARD. Iron.	AVERAGE WEIGHT OF RAIL PER YARD. Steel.
Miles of single track, Pennsylvania railroad	331.83	127.10	5.65	458.93	458.93	14.85	444.08	40 to 60 lbs.	56 to 88 lbs.
Miles of second track	331.83	13.33	.....	345.16	345.16	.....	345.16		
Miles of third track	171.98	.....	.06	171.98	171.98	1.70	170.28		
Miles of fourth track	70.90	.....	2.92	70.90	70.90	.....	70.90		
Miles of yard track, sidings and spurs	322.19	97.38	9.67	419.57	419.57	87.56	332.01		
Total mileage owned (all tracks)	1,228.73	237.81	18.30	1,466.54	1,466.54	104.11	1,362.43	.....	.....

Miles of track laid with steel rail on portion of lines owned, leased or operated in Pennsylvania, 3,442.99.
Miles of track laid with iron rail on portion of lines owned, leased or operated in Pennsylvania, 411.26.

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Steel, 15,933 tons; weight per yard, 60 to 85 pounds; average price per ton at distributing points, $27.00 to $30.00.

NEW TIES LAID DURING YEAR.

White and rock oak and chestnut; number, 678,555; average price at distributing point, 25 to 70 cents.

ACCIDENTS TO PERSONS.*

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	12	966	2	72	1	45	15	1,083
Falling from trains and engines	32	157	....	6	...	28	32	191
Overhead obstructions	4	28	....	2	...	....	4	30
Collisions	12	83	1	4	...	4	13	91
Derailments	3	3	....	....	...	1	3	4
Other train accidents	7	101	4	5	12	26	23	132
At highway crossings	...	...	....	....	...	....	...	....
At stations	2	9	2	1	6	76	10	86
Other causes	41	719	8	36	61	892	110	1,647
Total	113	2,066	17	126	80	1,072	210	3,264

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions	....	32	1	....	1	4	2	36
Derailments	2	53	....	1	...	6	2	60
Other train accidents	8	47	68	63	4	9	80	119
At highway crossings	...	...	5	6	23	48	28	54
At stations	5	88	38	47	4	14	47	149
Other causes	11	84	207	258	12	46	230	388
Total	26	304	319	375	44	127	389	806

* For all roads stated on pages 280-281, located in Pennsylvania, New Jersey, Delaware and Maryland.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	88	88
Number iron,	170	170
Number wooden,	59	59
Trestles:		
Number,	20	20
Aggregate length,	1,946 feet.	1,946 feet.
Tunnels:		
Number,	8	8
Maximum length,	3,593 feet.	3,593 feet.
Minimum length,	284 feet.	284 feet.
Aggregate length of all tunnels,	8,956 feet.	8,956 feet.
Telegraph:		
Miles of line owned by this company,	452.22	452.22
Miles of wire owned by this company,	3,693.20	3,693.20
Miles of line operated by this company,	497.60	497.60
Miles of wire operated by this company,	3,720.10	3,720.10

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Main line bond—Annual payment of $460,000.00 for the redemption of the principal and payment of interest. Consolidated mortgage bonds—Sinking fund of one per cent. annually on amount of bonds outstanding. Collateral trust loan—One per cent. half yearly if bonds can be obtained below par, and interest and securities deposited with the trustee for the redemption of the loan. P., W. & B. R. R. stock trust certificates—One-half of one per cent. semi-annually for purchase of bonds not exceeding par and securities deposited with the trustees for the redemption of the loan. Equipment trust gold loan—Two and one-half per cent. semi-annually for purchase of bonds not exceeding par. If bonds not obtainable, amount invested in cars as additional security to that provided by original investment in cars.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All important terminal facilities are owned by the Pennsylvania Railroad Company, or corporations controlled by the Pennsylvania Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight—Trunk Line Association, Freight Traffic Association of the Middle States, Pittsburgh Freight Committee, New York and Philadelphia Freight Association, Virginia Traffic Association; Passenger—Trunk Line Passenger Association, Southern Passenger Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Union Line. Empire Line, Canada Southern Line, Midland Line, Great Southern Dispatch, Eastern Carolina Dispatch, Virginia, Tennessee and Georgia Air Line, Richmond and Danville Dispatch, Atlantic Coast Dispatch, Sea Board Dispatch, Kanawha Dispatch, Anchor Line' Milwaukee and Michigan.

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PENNSYLVANIA COMPANY.

Date of organization : 1871.

By what authority incorporated : Chartered by the Legislature of Pennsylvania April 7, 1870.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	June 2, 1891.
J. N. McCullough,	Pittsburgh,	do.
Thomas D. Messler,	do.	do.
James McCrea,	do.	do.
Henry H. Houston,	Philadelphia,	do.
Wistar Morris,	do.	do.
Frank Thompson,	do.	do.
Henry D. Welsh,	do.	do.
J. N. DuBarry,	do.	do.
John P. Green,	do.	do.
Wm. H. Barnes,	do.	do.
Amos R. Little,	do.	do.
N. P. Shortridge,	do.	do.

Date of last meeting of stockholders for election of directors : June 3, 1890.

Postoffice address of general office : Corner of Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	J. N. McCullough,	Pittsburgh.
Second Vice President,	James McCrea,	do.
Third Vice President,	Thomas D. Messler,	do.
Secretary,	S. B. Liggett,	do.
Treasurer,	John E. Davidson,	do.
Assistant Treasurer,	J. P. Henderson,	do.
Chief Engineer,	Thomas Rodd,	do.
General Counsel,	J. T. Brooks,	do.
Assistant Counsel,	J. J. Brooks,	do.
Comptroller,	Thomas D. Messler,	do.
Assistant Comptroller,	John W. Renner,	do.
Auditor of Freight Receipts,	A. McClevey,	do.
Auditor of Passenger Receipts,	J. P. Farley,	do.
Auditor of Disbursements,	James Instan,	do.
General Manager,	Joseph Wood,	do.
General Superintendent Transportation,	E. B. Taylor,	do.
General Passenger Agent,	E. A. Ford,	do.
Assistant Passenger Agent,	F. Van Duren,	do.
General Ticket Agent,	E. A. Ford,	do.
General Freight Agent,	Wm. Stewart,	do.
Assistant General Freight Agent,	C. L. Cole,	do.
General Superintendent,	Chas. Watts,	do.
Division Superintendent,	A. B. Stan,	Allegheny, Pa.
Superintendent of Telegraph,	E. C. Bradley,	Pittsburgh.
General Baggage Agent,	R. R. Bentley,	do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Pennsylvania Company, . . .	No road owned.			
South Chicago and Southern railroad.	Colemar Junction, Ill., . .	C., St. L. & P. R. R. Co.,	9.32	. . . .
Hammond branch, ...	Hegenisch, Ill., ...	State Line, ...	.93	. . . .
State Line and Indiana City railway.	Illinois State Line, ...	East Chicago, Ind., . . .	3.18	. . . .
Pittsburgh, Ft. Wayne and Chicago railway.	Pittsburgh, Pa., ...	Chicago, Ill., ...	468.32	48.74
Cummins' branch, ...	South Chicago, Ill., ...	Cummings, Ill., ...	1.57	. . . .
Massillon and Cleveland railway.	Massillon, O., ...	Chippewa, O., ...	12.23	. . . .
New Castle and Beaver Valley railroad.	Homewood, Pa., ...	New Castle, Pa., ...	14.98	14.98
Erie and Pittsburgh railroad, .	New Castle, Pa., ...	Girard Junction, Pa., . .	81	81
Rock branch, ...	Branch tracks at	Erie, Pa., ...	3.47	3.47
Cleveland and Pittsburgh railroad.	Rochester, Pa., ...	Cleveland, O., ...	123.80	14.98
	Yellow Creek, O., ...	Bellair, O., ...	43.44	. . . .
Tuscarawas branch, ...	Bayard, O.	New Philadelphia, O., .	31.10	. . . .
Indianapolis and Vincennes railroad.	Indianapolis, Ind., ...	Vincennes, Ind., ...	116.92	. . . .
Bushrod branch, ...	Bushrod, Ind., ...	Duggersville, Ind., . . .	11.85	. . . .
Pittsburgh, Young, and Ashtabula railroad.	Kenwood, Pa., ...	Wampum Junction, Pa., .	12.54	12.54
	Lawrence Junction, Pa., . .	Ashtabula Harbor, O., .	80.58	9.36
Canfield branch, ...	Junction near Hazleton, . .	Youngstown Tube Works,	1.29	. . . .
Alliance branch, ...	Niles, Ohio, ...	Alliance Junction, O., .	24.90	. . . .
Northwestern Ohio, N. Y., . .	Toledo Junction, O., ...	Toledo, O., ...	79.98	. . . .
Jeffersonville, Madison and Indianapolis railroad.	Indianapolis, Ind., ...	Jeffersonville, Ind., . . .	108.40	. . . .
	Columbus, Ind., ...	Cambridge City, Ind., .	63.04	. . . .
Madison branch, ...	Columbus, Ind., ...	Madison, Ind., ...	44.90	. . . .
New Albany branch, . . .	New Albany Junction, . . .	New Albany, Ind., . . .	4.54	. . . .
Jeffersonville branch, . . .	Jeffersonville Junction, . .	Jeffersonville, Ind., . . .	1.47	. . . .
Lake Shore and Michigan Southern railway.	Girard, Pa., ...	Erie, Pa., ...	16.74	16.74
Union railway, ...	Indianapolis, Ind., ...	. . . . .	.36	. . . .
Louisville bridge, ...	. . . . .	. . . . .	2.63	. . . .
Total mileage operated, .	. . . . .	. . . . .	1,363.48	201.76

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Cleveland and Pittsburgh Railroad Company, C and E., ...	$163,000 00	7 per cent.	$11,515 00
Cincinnati and Richmond Railroad Company, ...	640,000 00	5 per cent.	. . . . .
Columbus and Xenia Railroad Company, ...	54,000 00	7 per cent.	3,780 00
Chicago, St. Louis and Pittsburgh Railroad Company, ...	4,861,500 00	5 per cent.	304,500 00
Continental Improvement Company, ...	141,000 00	7 per cent.	. . . . .
Cincinnati Street Connecting L. M. railroad, ...	225,000 00	6 per cent.	13,500 00
Cherry Valley Iron Company of Ohio, ...	4 00	6 per cent.	. . . . .
Grand Rapids and Indiana Railroad Company, ...	98,598 70	5 per cent.	6,100 00
Pittsburgh, Cincinnati and St. Louis Railroad Company, first mortgage, ...	39,000 00	7 per cent.	2,730 00
Pittsburgh, Cincinnati and St. Louis Railroad Company, second mortgage, ...	1,250,000 00	7 per cent.	175,000 00
Pittsburgh, Wheeling and Kentucky Railroad Company, . . .	112,500 00	6 per cent.	6,818 50
Pittsburgh, Youngstown and Ashtabula Railroad Company, . .	. . . . .	5 per cent.	24,050 00
South Chicago and Southern Railroad Company, ...	123,000 00	5 per cent.	. . . . .
Toledo, Ann Arbor and Grand Trunk Railway Company, . . .	9,000 00	6 per cent.	1,080 00
Union Depot Company, Columbus, Ohio, ...	171,000 00	7 per cent.	12,102 22
Union Bridge Company of Toledo, Ohio, ...	27,000 00	8 per cent.	. . . . .
United States four and one-half per cent. bonds, ...	215,418 75	4½ per cent.	9,000 00
Calumet River Railway Company, ...	65,000 00	5 per cent.	. . . . .
Newport and Cincinnati Bridge Company, first mortgage, . . .	1,100,000 00	7 per cent.	77,000 00
Total, ...	$9,295,021 45	. . . . .	$647,175 72

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STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Cincinnati and Muskingnam Valley Railway Company	$1 00	
Cincinnati and Springfield Railroad Company	1 00	
Cincinnati, Richmond and Ft. Wayne Railroad Company	1 00	
Chicago, St. Louis and Pittsburgh Railroad Company, preferred	3,716,441 00	
Chicago, St. Louis and Pittsburgh Railroad Company, common	105,563 75	
Cincinnati and Richmond Railroad Company	640,000 00	
Calumet River Railway Company	65,000 00	
Continental Improvement Company	1,562 50	
Cincinnati, Richmond and Chicago Railroad Company	356,141 40	
East St. Louis and Carondolet railway	88,687 42	
Fanport and Youngstown Railroad Company	20,430 03	
Granite Improvement Company	10,000 00	
Holliday's Cove Railroad Company	1 00	
Indianapolis and Vincennes Railroad Company	28,038 00	
Jeffersonville, Madison and Indianapolis Railroad Company	403,916 36	
Lake Erie and Louisville Railroad Company	2,291 45	
Maysville and Lexington Railroad Company	1 00	
North Western Ohio Railway Company	213,759 47	
Newport and Cincinnati Bridge Company, preferred	801,700 00	$64,136 00
Newport and Cincinnati Bridge Company, common	278,770 00	
Ohio Valley Railroad Company	1,700 00	
Pittsburgh, Wheeling and Kentucky Railroad Company	254,300 00	44,926 44
Pittsburgh, Cincinnati and St. Louis Railway Company, preferred	112,400 00	
Pittsburgh, Cincinnati and St. Louis Railway Company, common	9,056 00	
Pittsburgh, Ft. Wayne and Chicago Railroad Company, special	8,055,684 00	447,538 00
Pittsburgh, Youngstown and Ashtabula Railroad Company, preferred	1,110,000 00	108,500 00
Pittsburgh, Youngstown and Ashtabula Railroad Company, common	1 00	
South Chicago and Southern Railroad Company	123,000 00	
State Line and Indiana City Railway Company	38,000 00	
St. Louis National Stock Yards Company	12,000 00	1,600 00
St. Louis, Vandalia and Terre Haute Railroad Company	135,000 00	
St. Louis, Vandalia and Terre Haute Railroad Company, first preferred	190,850 00	
Southwestern Car Company	1 00	
Sharpsville Railroad Company	50,000 00	
Union Bridge Company	600 00	
Ohio Connecting Railway Company	600,000 00	
Illinois Steel Company	10,653 50	448 00
Richmond and Miama Railroad Company	245,680 00	
Total	$17,681,181 88	$667,148 44

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate	$963,430 69	Capital stock	$20,000,000 00
Cost of equipment	4,800,958 88	Funded debt.*	23,200,000 00
Bonds of other companies owned	9,295,021 45	Current liabilities	3,810,159 28
Stocks of other companies owned	17,681,181 88	Accrued interest on funded debt not yet payable.†	65,147 05
Other permanent investments	5,167,242 36	Due lessor companies for supplies	831,831 58
Betterments to leased roads	2,333,147 97	Profit and loss	2,322,074 31
Cash and current assets	7,875,319 09		
Other assets:			
Sinking fund	1,971,883 75	Total	$50,229,212 22
Sundries	141,616 15		
Total	$50,229,212 22		

SECURITY FOR FUNDED DEBT.

First mortgage four and one-half per cent. bonds; all the leasehold estate, right, title and interest of the Pennsylvania Company in and to the railroad and estates, real and personal, of the following companies: Pittsburgh, Ft. Wayne and Chicago Railway Company, New Castle and Beaver Valley Railroad Company, Cleveland and Pittsburgh Railroad Company, Erie and Pittsburgh Railroad Company, together with all lands, tenements and hereditaments whatsoever; also all rolling stock and materials owned by this company.

Registered six per cent. bonds, collateral security 40,000 shares of special stock of the Pittsburg, Ft. Wayne and Chicago Railway Company.

* Exclusive of car trust obligations not yet on company's books.

† Not on company's books.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking fund, four and one-half per cent., first mortgage bond.

The contributions to this fund are one per cent. per annum on outstanding bonds and interest on such bonds as shall have been before purchased with same fund.

Sinking fund six per cent. registered bond. The contribution to this fund is the remainder of $280,000 (being dividend of seven per cent. on $4,000,000 P., Ft. W. & C. Railway Company betterment stock), after paying quarterly interest on outstanding bonds.

PENNSYLVANIA, LEHIGH AND EASTERN RAILROAD COMPANY.

Date of organization: June 18, 1889.

By what authority incorporated: The act forming the Lehigh and Eastern Railway Company, approved March 10, 1869 (P. L. 1869, 1321), several acts extending its time to build, etc., supplemental to first mentioned act of assembly, as follows: Act March 17, 1871 (P. L. 1871, 414), May 27, 1871 (P. L. 1871, 1248), act of May 15, 1874 (P. L. 1874, 188), March 17, 1875 (P. L. 1875, 7), June 5, 1875 (P. L. 1875, 31), April 22, 1879 (P. L. 1879, 31), May 24, 1881 (P. L. 1881, 2), June 1, 1883 (P. L. 1883, 49), June 25, 1885 (P. L. 1885, 186). The patent forming the above company was issued and approved March 9, 1869. On March 3, 1887, at the court house in Wilkes-Barre, the sheriff of Luzerne county, under judgment entered against said company February 2, 1887, for $15,000.00 and *fi. fa.* No. 45, February term, and *alias fi. fa.* sold, all corporate rights, properties, privileges and franchises of said company to S. W. Newberger, who proceeded to and did organize the Lehigh and Eastern Railroad Company, and said latter company became vested with all the rights, privileges, properties and franchises of the original company. Acts of April 9, 1869, May 25, 1878, May 31, 1887. By virtue of a decree of foreclosure, court of common pleas, Luzerne county, in equity, No. 7, October term, 1888, the sheriff of Luzerne county sold at public sale, on March 16, 1889, the rights, privileges, properties and franchises of the above-named companies to Silas W. Newberger for the sum of $190,000.00. Under the acts of assembly April 9, 1861 (P. L. 1861, 29), May 25, 1878 (P. L. 1878, 148), and same (P. L. 1878, 145), May 31, 1887 (P. L. 1887, 276), Silas W. Newberger organized, on June 18, 1889, the Pennsylvania, Lehigh and Eastern Railroad Company, which company became possessed of all the rights, privileges, properties and franchises of the original company, in accordance with the foregoing acts of assembly.

Not operated.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Joseph Pool	25 Pine street, New York	First Monday in May, 1891.	
Simon P. Wolverton	Sunbury, Pa.	do.	do.
R. J. Flick	Wilkes-Barre, Pa.	do.	do.
J. Newberger	111 Broadway, New York	do.	do.
Elias Lowenstein	Wilkes-Barre, Pa.	do.	do.
S. W. Newberger	111 Broadway, New York	do.	do.
J. Vaughn Darling	Wilkes-Barre, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: August 5, 1890.

Postoffice address of general office: Wilkes-Barre, Pa., and 111 Broadway, N. Y.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Joseph Pool	25 Pine street, New York.
Vice President	Jacob Newberger	111 Broadway, New York.
Secretary, Treasurer	S. W. Newberger	111 Broadway, New York.
Chief Engineer	S. N. Haight	38 Wall street, New York.
General Solicitor, Attorny or Counsel	S. P. Wolverton	Sunbury, Pa.
	J. V. Darling	Wilkes-Barre, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$188,501 96	Capital stock	$10,000,000 00
		Current liabilities	11,193 96
Total	$188,501 96	Total	$10,011,193 96

IMPORTANT CHANGES DURING THE YEAR.

Organized June 18, 1889. The former company, its rights, privileges, franchises and properties being foreclosed and bought at public sale, the present company organized with all the privileges, rights, franchises and properties of the old company, Lehigh and Eastern Railway Company. Ten million of stock issued to Silas W. Newberger in payment of the properties, rights and franchises conveyed to the Pennsylvania, Lehigh and Eastern Railroad Company. On the first day of October, 1889, a mortgage for $5,000,000.00 was executed and delivered to the New York Security and Trust Company, trustee, to secure the proposed issue of 5,000 bonds of the denomination of $1,000.00 each. None of the said bonds have been sold by the company. In order to provide for the obligations of the company incurred in perfecting its title to its properties, four hundred of the above-named bonds were issued.

CHARACTERISTICS OF ROAD.

The road of this company is not constructed as yet. Ten miles have been graded and route of whole line surveyed, making total proposed length of line 106 miles main line. Rights of way have been secured and other details finished.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY—FORMERLY NORTH BRANCH CANAL COMPANY.

Date of organization: May 15, 1858, name changed March 20, 1865.

By what authority incorporated: Laws, State of Pennsylvania, April 21, 1858, April 12, 1859, March 29, 1860, March 20, 1865, May 1, 1861, April 10, 1863, April 11, 1866, April 6, 1869, April 2, 1870, May 9, 1870, June 28, 1871, April 2, 1872.

Operated by the Lehigh Valley Railroad Company.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne,	Philadelphia,	Second Monday January, 1891.
Robt. H. Sayre,	South Bethlehem,	do. do.
William H. Sayre,	South Bethlehem,	do. do.
Robert Lockhart,	South Bethlehem,	do. do.
James I. Blakslee,	Mauch Chunk,	do. do.
Howard Elmer,	Waverly, N. J.,	do. do.
Wm. Stevenson,	Sayre, Pa.,	do. do.
John B. Garrett,	Philadelphia,	do. do.
Robert A. Lamberton,	South Bethlehem,	do. do.
Albert Lewis,	Bear Creek, Pa.,	do. do.
Victor E. Piollet,	Deceased August 27, 1890.	
Wm. Brockie,	Deceased September 12, 1890.	

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Philadelphia.
Postoffice address of operating company: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	South Behlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Second Vice President,	Robt. H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrrett,	Philadelphia.
Secretary,	John R. Fanshawe,	Philadelphia.
Treasurer,	Wm. Chas. Alderson,	Philadelphia.
General Solicitor,	Henry S. Drinker,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania and New York.	Wilkes Barre,	N. Y. State line.	Lehigh Valley.	104.30	104.30
Branch lines and connection.	Various,	Various,	Lehigh Valley,	31.68	31.68
Total mileage,				135.98	135.98

Lehigh Valley Railroad Company agrees to pay for maintenance of way, etc., expenses connected with corporate organization, interest on bonds and on floating debt, and all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$8,052,325 47	Capital stock,	$1,061,700 00
Lands owned,	119,663 43	Funded debt,	10,000,000 00
Cash and current assets,	17,750 85	Current liabilities,	16,000 00
Profit and loss,	2,887,960 25		
Total,	$11,077,700 00	Total,	$11,077,700 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Wilkes-Barre,	N. Y. State line and branches.	....	.....
Consolidated mortgage,	Wilkes-Barre,	N. Y. state line and branches.	.....	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	4	4
Number iron,	27	27
Tunnels:		
Number,	1	1
Maximum length,	3,902 feet.	3,902 feet.
Minimum length,	3,902 feet.	3,902 feet.
Aggregate length of all tunnels,	3,902 feet.	3,902 feet.
Telegraph:		
Miles of line owned by this company,	147	147
Miles of wire owned by this company,	540	540
Miles of line operated by this company,	147	147
Miles of wire operated by this company,	540	540

Gauge of track, ... 4 ft. 8½ in

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders, December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: General railroad laws as follows: P. L. 1861, pp. 702 to 704 approved, May 16, 1861; P. L. 1869, pp. 24 to 25 approved, April 10, 1869; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bell's Gap Railroad Company, act approved May 11, 1871, P. L. 1871, p. 737. Supplements, act May 17, 1871, P. L. 1871, p. 886; act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railroad Company: Articles of association filed in the office of the Secretary of Commonwealth of Pennsylvania, on February 27, 1885. Date of consolidation, December 27, 1889, to take effect January 1, 1890.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
H. A. Berwind,	Philadelphia.	Stephen Greene,	Philadelphia.
John H. Converse,	Philadelphia.	Samuel G. Lewis,	Philadelphia.
Auron Fries,	Philadelphia.	John Reilly,	Philadelphia.

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Date of last meeting of stockholders for election of directors: February 19, 1890.
Postoffice address of general office: Bullitt Building, room 257, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Charles F. Berwind	Philadelphia.
Vice President	Aaron Fries	Philadelphia.
Secretary, Treasurer	Frank S. Lewis	Philadelphia.
Engineer, maintainance of way	C. F. Moore	Bellwood, Pa.
Counsel	George H. Biddle	Philadelphia.
Auditor	C. K. Elder	Bellwood, Pa.
Superintendent	W. A. Ford	Bellwood, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pennsylvania and Northwestern Railroad Company.	Bellwood	West Eureka No. 3	63.78	All.
South Witmer Branch	Irvona	Frankhurst and Wister mines	2.50	All.
Elk Run Branch	Punxsutawney	West Eureka No. 10	4.58	All.
Total			70.86	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$3,249,802 90	Capital stock	$1,660,000 00
Cost of equipment	191,434 56	Funded debt	1,660,000 00
Cash and current assets	52,230 91	Current liabilities	87,129 27
Sundries	9,244 40	Profit and loss	95,583 50
Total	$3,502,712 77	Total	$3,502,712 77

IMPORTANT CHANGES DURING YEAR.

Elk Run Branch, 4.58 miles.

Lease of the Clearfield and Jeffersen railroad to Bell's Gap Railroad Company terminated by merger December 31, 1889.

Consolidation of Bell's Gap Railroad Company and the Clearfield and Jefferson Railroad company, taking effect January 1, 1890.

Stock of the Pennsylvania and Northwestern railroad, $1,660,000.00, issued at time of merger, retiring stock of constituent companies.

General mortgage of the Pennsylvania and Northwesten Railroad Company in the sum of $2,500,000.00 executed, and $1,660,000.00 of bonds issued thereunder.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company carries express matter.

United States Government carries mails.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$11,370 00	.....
General office clerks,	9	4,595 34	$1 79
Station agents,	17	7,591 47	1 49
Other station men,	8	1,977 50	82
Enginemen,	24	20,903 97	2 90
Firemen,	24	11,451 16	1 59
Conductors,	10	7,423 09	2 47
Other trainmen,	44	20,633 99	1 56
Machinists,	11	6,835 38	2 07
Carpenters,	9	4,089 14	1 51
Other shopmen,	24	10,903 22	1 51
Section foremen,	26	13,644 95	1 75
Other trackmen,	187	55,452 74	99
Switchmen, flagmen and watchmen,	5	1,800 00	1 20
Telegraph operators and dispatchers,	8	5,528 39	2 30
All other employes and laborers,	46	16,570 16	1 20
Total,	456	$200,770 50	$1 40
Distribution of above:			
General administration,	92	$47,632 86	$1 37
Maintenance of way and structures,	218	70,897 69	1 08
Maintenance of equipment,	44	21,827 74	1 65
Conducting transportation,	102	60,412 21	1 97
Total,	456	$200,770 50	.....
Employees in Pennsylvania:			
Total number of employes in Pennsylvania: All.			
Total yearly compensation of employes in Pennsylvania: As above.			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	13	.....
Number wooden,	12	.....
Trestles:		
Number,	1	.....
Aggregate length,	1,850 feet.	.....
Telegraph:		
Miles of line owned by this company,	62	.....
Miles of wire owned by this company,	62	.....
Miles of line operated by this company,	62	.....
Miles of wire operated by this company,	62	.....

Gauge of track, ... 4 ft. 9 in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Exchange of funded debt of constituent companies for general mortgage bonds of this company. No provision made for payment of the general mortgage bonds themselves.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

Date of organization: September 7, 1887.

By what authority incorporated: The Pennsylvania, Poughkeepsie and Boston Railroad Company is a corporation organized under the laws of the States of Pennsylvania and New Jersey, regulating the reorganization of railroads, sold under foreclosure proceedings, where such railroads are situate partly in Pennsylvania and partly in another state. This railroad was formerly the Pennsylvania, Slatington and New England railroad, whose line was situate partly in Pennsylvania and partly in New Jersey, and extending from Slatington, in the county of Lehigh, Pennsylvania, in a northeasterly direction to and through the county of Northampton in said state, crossing the Delaware river near the Water Gap, thence through the counties of Warren and Sussex, in the State of New Jersey, to its terminous at or near Pine Island, in the State of New York, which railroad, with all its property and franchises of every description, was sold to Wm. W. Gibbs, at a master sale, in the town of Newton, Sussex county, New Jersey, on the 20th April, 1887, under decree of foreclosure in the Circuit Court of the United States for the Eastern district of Pennsylvania, and the district of New Jersey, at the suit of the Metropolitan Trust Company of the city of New York against the Pennsylvania, Slatington and New England Railroad Company and others.

If a consolidated company, name the constituent companies: At a meeting of the said purchasers, duly held on the 5th September, 1887, in accordance with the laws of said States of Pennsylvania and New Jersey, returns whereof have been duly filed in the office of the secretary of both states, the said railroad was reorganized under the name of the Pennsylvania, Poughkeepsie and Boston Railroad Company, with authorized capital stock of $1,750,000.00.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William W. Gibbs.	Philadelphia.	September 5, 1890.
Arthur E. Newbold.	Philadelphia.	do.
John C. Stanton.	New York.	do.
Morris R. Bockins.	Philadelphia.	do.
Wm. B. Scott.	Philadelphia.	do.
Geo. W. Murray.	Goshen, New York.	do.
Wm. T. Carter.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: September 5, 1889.

Postoffice address of general office: Philadelphia, and Deckertown, New Jersey.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	William W. Gibbs.	Philadelphia.
Vice President.	James W. Husted.	Peekskill, New York.
Secretary.	Morris R. Bockins.	Philadelphia.
Treasurer.	Joseph R. Sagen.	Philadelphia.
Chief Engineer.	Samuel G. Primrose.	Goshen, New York.
General Counsel.	Morgan & Lewis.	Philadelphia.
Auditor.	E. J. Fallon.	Philadelphia.
General Manager.	Henry H. Kingston.	Philadelphia.
General Passenger Agent.	Charles E. Mack.	Philadelphia.
General Ticket Agent.	Charles E. Mack.	Philadelphia.
General Freight Agent.	Charles E. Mack.	Philadelphia.
General superintendent.	Charles H. Stanton.	Goshen, New York.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Pennsylvania, Poughkeepsie, and Boston Railroad Company.	Slatington, Pa., . .	Benders Jc. Pa., . .	13.96	13.96
Pennsylvania, Poughkeepsie and Boston Railroad Company.	Pen Argyl, Pa., . .	Hainsburg Jc., N.J.,	12.52	9.82
Pennsylvania, Poughkeepsie and Boston Railroad Company.	Swartswood Jc., . .	State Line New York and New Jersey.	21.20	. . . .
Pennsylvania, Poughkeepsie and Boston Railroad Company.	Howerton Jc., Pa., .	Howerton, Pa., . .	.80	.80
Campbell Hall Connecting railroad, ...	State Line New York and New Jersey.	Pine Island Jc., N.Y.	3.80	. . . .
Lehigh and Lackawanna railroad, ...	Benders Jc. Pa., . .	Pen Argyl, Pa., . .	7.96	7.96
New York, Susquehanna & Western railroad,	Hainesburg Jc., N.J.	Swartswood Jc. N. J.	18.59	. . . .
New York, Lake Erie and Western railroad.	Pine Island Jc. N.Y.	Campbell Hall, N. Y.	16.79	. . . .
Total mileage operated, ...	. . . . .	. . . . .	95.62	32.54

NOTE.—Included in Pennsylvania, Poughkeepsie and Boston railroad line, Slatington to Bender Jc., is the track formerly known as the Slate Valley Railroad Company's line.

BONDS OWNED.

NAME.	Total amount held.	Rate.
Campbell Hall Connecting Railroad Company, ...	$250,000 00	50 per cent.
Total, ...	$250,000 00	50 per cent.

STOCKS OWNED.

NAME.	Total par value.	Rate.
Goshen and Deckertown railroad.	$25,000 00	Par.
Total.	$25,000 00	Par.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$3,458,447 13	Capital stock, ...	$1,750,000 00
Cost of equipment, ...	323,180 20	Funded debt, ...	2,030,888 08
Bonds of other companies owned, .	250,000 00	Current liabilities, ...	539,116 50
Stocks of other companies owned, .	25,000 00	Total, ...	$4,320,004 58
Other assets:			
Materials and supplies, ...	2,884 92		
Profit and loss, ...	260,492 33		
Total, ...	$4,320,004 58		

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company agreement: Two years from November 1, 1889, for transportation of express freight, and for the sale of newspapers and periodicals on trains and at depots. Consideration 40% of gross receipts from express business.

Pullman Palace Car Company, dated October 1, 1889, expires October 1, 1914. For use of Pullman cars in through service, the railroad company to pay two cents per per mile run per car.

Lehigh and Lackawanna Railroad Company, 11th December, 1889, for 99 years subject to six months' notice of desire to terminate after five years from date of contract. Trackage rights over 7.96 miles of L. and L. R. R. tracks between Benders Junction and Pen Argyl, Pa., and 9.82 miles of P., P. and B. tracks between Pen Argyl, Pa., and Portland, Pa. Consideration 42½% of gross receipts over each track.

New York, Susquehanna and Western railroad, April 15, 1890, for ten years. Trackage rights for P., P. and B. and trains over N. Y., E. and W. tracks between Hainesburg Jc. and Swarthmore Jc., 18.59 miles, on a wheelage basis.

New York, Lake Erie and Western Railroad Company, August 22, 1889, for ten years. Trackage rights for P., P. and B. trains over N. Y., L. E. and W. R. R. tracks between Pine Island and Campbell Hall, New York, 16.79 miles, on a wheelage basis. Also for use of N. Y., L. E. and W. R. R. telegraph line between the same points, on payment to the Erie company of $4.00 per mile per wire.

Western Union Telegraph Company, July 31, 1889, running 25 years from October 1, 1889. The telegraph company owns the wires and poles, granting to the railroad company only necessary telegraph facilities for the movement of trains and the transaction of its railroad business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	Miles of road mortgaged.	Amount of mortgage per mile of line.
First mortgage bonds	48.48	$30,940 59
Second mortgage bonds	48.48	5,156 77
Car Trusts (entire equipment mortgaged)	48.48	5,791 83

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	10	$27,500 00	.....
General office clerks	11	9,410 00	$2 34
Station agents	11	5,256 00	1 30
Enginemen	8	9,000 00	3 00
Firemen	11	6,600 00	1 50
Conductors	7	6,000 00	2 35
Other trainmen	17	9,180 00	1 48
Machinists	4	2,817 00	2 25
Carpenters	8	5,406 20	2 16
Other shopmen	8	4,150 50	1 42
Section foremen	12	7,140 00	1 63
Other trackmen	87	37,409 10	1 37
Switchmen, flagmen and watchmen	9	4,500 00	1 36
Telegraph operators and dispatchers	8	4,220 00	1 44
All other employes and laborers	22	14,423 25	2 10
Total	233	$153,012 05	.....
Distribution of above:			
General administration	21	$36,910 00	.....
Maintenance of way and structures	106	49,322 10	.....
Maintenance of equipment	28	17,681 95	.....
Conducting transportation	78	49,098 00	.....
Total	233	$153,012 05	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	78	$51,123 00	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	12	3
Trestles:		
Number,	67	5
Aggregate length,	2,218	200
Telegraph:		
Miles of line operated by this company, for railroad business only,	51.5	24.05
Miles of wire operated by this company, for railroad business only,	51.5	24.05

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: The depot and tracks of the Lehigh Valley Railroad Company at Slatington, Pa.

Name all the associations to which this road is a party, whose object is the regulation and control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.

By what authority incorporated: General act of April 4, 1868.

If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phœnixville Railroad Company; Phœnixville, Pottstown and Reading Railroad Company; Phœnixville and West Chester Railroad Company were consolidated June 1, 1883, forming the Pennsylvania Schuylkill Valley Railroad Company.

The Reading and Pottsville Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company October 29, 1885, under agreement dated October 7, 1885.

The Pottsville and Mahanoy Railroad Company was merged into the Pennsylvania Schuylkill Valley Railroad Company November 29, 1886, under agreement dated November 8, 1886.

Operated by the Pennsylvania Railroad Company.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Bright,	Pottsville,	May 12, 1891.
B. B. Comegys,	Philadelphia,	do.
Henry Epplimer,	Reading,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
Wistar Morris,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Heber S. Thompson,	Pottsville,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 13, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPNY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania Schuylkill Valley Railroad Company.	Philadelphia,	New Boston,	Pennsylvania Railroad Company.	101.30	101.30
Branches,				17.61	17.61
Total mileage,				118.91	118.91

Lease to the Pennsylvania Railroad Company for fifty years from December 1, 1885, lessee to maintain and operate road and pay net earnings to the lessor.

BONDS OWNED.

Blockley and Merion Turnpike and Plank Road Company, total amount held, ... $2,500 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$13,606,966 35	Capital stock,	$6,739,850 00
Bonds of other companies,	1 00	Funded debt,	6,700,000 00
Cash and current assets,	174,208 37	Current liabilities,	989,699 68
Profit and loss,	649,090 63	Mortgages and ground rents payable,	716 67
Total,	$14,430,266 35	Total,	$14,430,266 35

IMPORTANT CHANGES DURING THE YEAR.

Capital stock issued, ... $63,050 00
Bonds issued, ... 100,000 00

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds	Philadelphia.	New Boston.	101.30	$56,345 13	.....
Branches	.....	.....	17.61	.....	.....
			118.91	.....	.....

EMPLOYES AND SALARIES.

Number general officers, 3; no yearly compensation.

CHARACTERISTICS OF ROAD.

	In Pennsylvania.	On whole length of line.
Bridges:		
Number stone	61	61
Number iron	76	76
Number wooden	8	8
Trestles:		
Number	29	29
Aggregate length	8,140 feet.	8,140 feet.
Tunnels:		
Number	2	2
Maximum length	815 feet.	815 feet.
Minimum length	748 feet.	748 feet.
Aggregate length	1,563 feet.	1,563 feet.
Telegraph:		
Miles of line owned by this company	118.70	118.70
Miles of wire owned by this company	257.50	257.50
Miles of line operated by Pennsylvania Railroad Company, lessee	118.70	118.70
Miles of wire operated by Pennsylvania Railroad Company, lessee	257.50	257.50

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? When bonds can be purchased at or under par an amount equal to one per cent. of the outstanding bonds shall be purchased for the sinking fund, provided the earnings of the preceding year are sufficient therefor. This provision is inoperative as the bonds cannot be obtained.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 9, 1877.

By what authority incorporated: An act of assembly approved 8th April, 1861, "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads."

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. R. Peale	Lock Haven, Pa.	Holding over since May, 1890.
R. R. Peale	Philadelphia	do. do.
F. E. Herriman	Philadelphia	do. do.
C. F. Cox	New York, N. Y.	do. do.
Allyn Cox	New York N. Y.	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1889.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. Richard Peale	Lock Haven, Pa.
Secretary and Treasurer	Allyn Cox	New York, N. Y.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of real estate	$100,000 00	Capital stock	$100,000 00
Total	$100,000 00	Total	$100,000 00

IMPORTANT CHANGES DURING THE YEAR.

All the bonds and coupons outstanding of the issue of the first mortgage of July 1, 1882, canceled and destroyed, and the mortgage discharged of record.

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD

By what authority incorporated: The act of assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Dingee	Philadelphia	February 2, 1891.
H. A. Stiles	Philadelphia	do.
A. G. Richley	Trenton, N. J.	do.
Charles Hacker	Philadelphia	do.
John T. Knight	Easton, Pa.	do.

Date of last meeting of stockholders for election of directors: February 3, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Penn Gas Coal Company, Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	F. A. Dingee	Philadelphia.
Vice President	H. A. Stiles	Philadelphia.
Secretary, Treasurer	A. K. Gregory	Philadelphia.
General Superintendent	John F. Wolf	Irwin Station, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Youghiogheny railroad	Irwin	Sewickley	10	10

GENERAL BALANCE SHEET.

Cost of road	$347,148 62
Cost of equipment	30,738 62

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (all officers are of the Penn Gas Coal Company, performing the duties of the Youghiogheny railroad)	3	$1,500 00	.....
General office clerks (same as above)	1	200 00	$0 64
Station agents	2	900 00	1 50
Enginemen	1	1,080 00	3 60
Firemen	1	620 00	2 00
Conductors	1	900 00	3 00
Other trainmen	3	1,939 99	2 00
Section foremen	2	1,344 00	2 24
Other trackmen	15	6,818 29	1 50
Switchmen, flagmen and watchmen	1	600 00	2 00
Total	30	$15,902 28	.....
Distribution of above:			
General administration	4	$1,700 00	$1 36
Maintenance of way and structures	18	8,762 29	1 62
Conducting transportation	8	5,439 99	2 27
Total	30	$15,902 28	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	30	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$15,902 28	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	6	All.
Tunnels:		
Number	1	All.
Maximum length	640 feet.	All.
Telegraph:		
Miles of line owned by this company	10	All.
Miles of wire owned by this company	10	All.
Miles of line operated by this company	10	All.
Miles of wire operated by this company	10	All.

Gauge of track, ... 4 ft. 9 in

PEOPLE'S RAILWAY COMPANY.

Date of organization: 1865.

By what authority incorporated: Special act, April 4, 1865, April 28, 1871, February 10, 1872, March 14, 1873.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas A. Reilly	Pottsville, Pa.	November, 1890.
Wm. D. Baber	Pottsville, Pa.	do. do.
Frank Carter	Pottsville, Pa.	do. do.
R. C. Luther	Pottsville, Pa.	do. do.
John F. Whalen	Pottsville, Pa.	do. do.

Date of last meeting of stockholders for election of directors: November 5, 1889.

Postoffice address of general office: 221 South Centre street, Pottsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas A. Reilly	Pottsville, Pa.
Secretary, Treasurer, Superintendent	Wm. D. Pollard	Pottsville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
People's railway	Pottsville	Minersville	4.61	. . . . .

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$93,654 34	Capital stock	$100,000 00
Cost of equipment	27,587 29	Funded debt	15,000 00
Cash and current assets	8,091 43	Current liabilities	22,260 59
Profit and loss	7,927 53		
Total	$137,260 59	Total	$137,260 59

CHARACTERISTICS OF ROAD.

Number of bridges (all in Pennsylvania)	3
Gauge of track	4 ft. 8½ in.

PERRY COUNTY RAILROAD COMPANY.

Date of organization: Third day of February, 1889.

By what authority incorporated: Incorporated under the railroad act of general assembly, passed 4th day of April, 1868, and supplements of date 13th May, 1876.

Operated by Perry County Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John H. Sheibley	New Bloomfield	January 27, 1891.
John Wister	Duncannon	do.
Benjamin F. Junkin	New Bloomfield	do.
Silas W. Conn	New Bloomfield	do.
Jas. McIlhenny	New Bloomfield	do.
James A. Gray	New Bloomfield	do.
John W. Wagner	New Bloomfield	do.
Chas. L. Harling	New Bloomfield	do.
H. C. Shearer	New Bloomfield	do.
A. R. Johnston	New Bloomfield	do.
Chas. A. Barnett	New Bloomfield	do.
Abram Bower	Elliottsburg	do.

Date of last meeting of stockholders for election of directors: January 27, 1890.

Postoffice address of general office: New Bloomfield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John H. Sheibley	New Bloomfield, Pa.
Vice President	John Wister	Duncannon, Pa.
Secretary	James W. Shull	New Bloomfield, Pa.
Treasurer	Chas. H. Smiley	New Bloomfield, Pa.
Chief Engineer	James Elliott	New Bloomfield, Pa.
General Solicitor, Attorney or Counsel	Jas. W. Shull	New Bloomfield, Pa.
Auditor	W. B. Sheibley	New Bloomfield, Pa.
General Manager, General Superintendent	Jas. Elliott	New Bloomfield, Pa.
General Baggage Agent	N. J. Shelly	New Bloomfield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Perry County Railroad Company.	Duncannon.	New Bloomfield. . .	11.1	11.1

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$120,635 00	Capital stock.	$62,350 00
Cost of equipment.	5,765 00	Funded debt.	50,000 00
Cash and current assets.	2,354 72	Current liabilities.	9,250 00
		Profit.	7,154 72
Total.	$128,754 72	Total.	$128,754 72

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	WHAT ROAD MORTGAGED. Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.
Mortgage bonds.	Duncannon. .	New Bloomfield.	11.1	$4,504 54	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	1	$900 00	. . . . .
Station agents.	2	840 00	. . . . .
Other station men.	2	144 00	. . . . .
Enginemen.	1	840 00	. . . . .
Firemen.	1	360 00	. . . . .
Conductors.	1	480 00	. . . . .
Other trainmen.	1	100 00	. . . . .
Section foremen.	1	480 00	. . . . .
Other trackmen, construction and operation.	10	2,700 00	. . . . .
One watchman.	1	30 00	. . . . .
Total.	31	$7,144 00	. . . . .
Employes in Pennsylvania: Total number of employes in Pennsylvania.	31	$7,144 00	. . . . .

CHARACTERISTICS OF ROAD.

Number wooden bridges, ...	13
Gauge of track, ...	4 ft. 8½ in.

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: In accordance with the laws of the State of Pennsylvania, under act of March 23, 1865.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Hillegass	Red Hill, Pa.	Second Monday in January, 1891.
Noah D. Frank	Red Hill, Pa.	do. do.
John Slingluff	Norristown, Pa.	do. do.
George Graber	Pennsburg, Pa.	do. do.
Jonathan P. Hillegass	Pennsburg, Pa.	do. do.
Charles T. Waage	Pennsburg, Pa.	do. do.
John S. Rahn	Perkiomenville, Pa.	do. do.
David H. Rudy	Perkiomenville, Pa.	do. do.
Wm. H. Seipt	Worcester, Pa.	do. do.
F. D. Stinson	Norristown, Pa.	do. do.
J. Morgan Casselberry	Lower Providence, Pa.	do. do.
A. H. Seipt	Skippack, Pa.	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 318 Dekalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James Boyd	Norristown, Pa.
Secretary	Philip Super	Pennsburg, Pa.
Treasurer	Howard Boyd	Norristown, Pa.
Chief Engineer and Comptroller	Geo. B. Boggs	Norristown, Pa.
General Solicitor, Attorney or Counsel	James Boyd	Norristown, Pa.
Auditor	F. C. Boggs	Norristown, Pa.
Gen'l Passenger, Ticket and Freight Agent	D. B. Clack	Norristown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Perkiomen railroad	Perkiomen Junction	Emaus Junction	38.50	38.50

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road	$2,084,959 25		Capital stock	$838,040 00
Cost of equipment	4,257 03	$2,089,216 28	Funded debt	1,924,600 00
Other assets:			Current liabilities	990,927 39
Sundries		2,484 63	Sundries	474 48
Profit and loss		862,340 96	Total	$2,954,041 87
Total		$2,954,041 87		

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company for operation of express business at the rate of 40 per cent. of revenue arising therefrom. No returns have been made during the year.

No contracts. Compensation received for carrying the mails during the year was $2,061.67.

No sleeping, parlor or dining room cars are run over this road.

No agreements or contracts with any freight or transportation company or line.

No contracts or agreements with other railroad companies. In the regular intercourse of business transactions, there is a mutual arrangement in the proration of passenger and freight traffics, generally upon a mileage basis.

No contracts or agreements with steamboat or steamship companies.

Arranged with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the use of its line for the transaction of railroad business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First series mortgage bonds.	Perkiomen Junction.	Emaus Junction. . .	38.50	$20,768 83
Second series mortgage bonds.	Perkiomen Junction.	Emaus Junction. . .	38.50	29,220 78

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	3	$2,700 12	. . . . .
General office clerks.	2	1,110 00	$3 04
Station agents.	17	7,475 39	20 48
Other station men.	4	2,185 24	5 99
Enginemen.	7	7,224 00	19 79
Firemen.	7	4,260 40	11 67
Conductors.	6	4,956 41	13 58
Other trainmen.	24	16,389 26	44 90
Machinists.	2	1,428 00	3 91
Carpenters.	7	4,895 00	13 42
Section foremen.	1	720 00	1 97
Other trackmen.	32	13,888 00	38 05
Switchmen, flagmen and watchmen.	5	1,404 72	3 85
Telegraph operators and dispatchers.	9	4,440 00	12 17
All other employes and laborers.	10	5,150 87	14 11
Total.	136	$78,229 11	$206 93
Distribution of above:			
General administration.	5	$3,910 12	$3 04
Maintenance of way and structures.	46	20,932 00	60 35
Conducting transportation.	85	53,486 99	143 54
Total.	136	$78,229 11	206 93

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron (8 girder, 1 overhead)	9	All.
Number wooden (14 railroad, 7 overhead)	21	All.
Number combination (overhead)	1	All.
Trestles:		
Number	8	All.
Aggregate length	2,900 feet.	All.
Tunnels:		
Number	1	.....
Maximum length	1,668 feet.	.....
Minimum length	1,668 feet.	.....
Aggregate length of all tunnels	1,668 feet.	.....

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision, further than principal and interest is guaranteed by the Philadelphia and Reading Railroad Company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: No contracts.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization: Chartered, March 17, 1853.

By what authority incorporated: Chartered, special act March 17, 1853, amendments, April 6, 1854, February 12, 1856, May 1, 1857, February 27, 1863, April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation, June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company, chartered in Maryland, May 28, 1852.

Consolidation, October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania, April 11, 1848.

Baltimore and Philadelphia Railroad Company, amendments to charter of this company and the Philadelphia and Baltimore Central Railroad Company, in Maryland, March 29, 1853, March 10, 1854, March 6, 1856, March 2, 1860, March 14, 1865, March 19, 1867.

West Chester and Philadelphia Railroad Company, amendments to charter, April 15, 1850, May 1, 1852, January 7, 1853, January 29, 1853, March 23, 1853, April 20, 1853, February 27, 1854, May 8, 1854, March 30, 1855, May 3, 1855, February 6, 1856, March 11, 1857, May 13, 1857, May 16, 1857, April 8, 1858, April 1, 1861, April 12, 1861, March 23, 1865, April 12, 1867, April 3, 1869, April 14, 1869, April 13, 1870, and April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia, 233 South Fourth street,	January 12, 1891.
J. N. DuBarry,	Philadelphia, 233 South Fourth street,	do.
N. Parker Shortridge,	Philadelphia, 233 South Fourth street,	do.
Samuel R. Dickey,	Oxford, Pa.,	do.
Joseph J. Martin,	Philadelphia, 1901 Green street,	do.
C. C. Caldwell (Maryland State Director),	Perryville, Md.,	do.
Samuel D. Ramsey,	West Chester, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	233 South Fourth street, Philadelphia.
Secretary	John C. Sims,	233 South Fourth street, Philadelphia.
Treasurer,	Robert W. Smith,	233 South Fourth street, Philadelphia.
Division Superintendent,	R. L. Holliday,	Media, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Baltimore Central railroad.	West Philadelphia.	Octoraro Junction.	Philadelphia, Wilmington and Baltimore Railroad Company,	62.62	53.29
	Wawa,	West Chester,	Philadelphia, Wilmington and Baltimore Railroad Company,	9.43	9.43
Branches,	B. W. Summit,	Kaolin Works,	Philadelphia, Wilmington and Baltimore Railroad Company,	1.63	1.63
				73.68	64.35
Chester Creek railroad,	Lamokin,	Lenni,	Philadelphia, Wilmington and Baltimore Railroad Company as agents for Philadelphia and Baltimore Central Railroad Company,	6.69	6.69
Total mileage,				80.37	71.04

By agreement, the road is operated by the Philadelphia, Wilmington and Baltimore Railroad Company, as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company its entire net earnings.

STOCKS OWNED.

Chester Creek Railroad Company (total par value),	$87,100 00
Williamsport and North Branch Railroad Company (total par value),	16,518 00
Total,	$103,618 00

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GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$3,916,065 08	Capital stock,	$2,495,650 00	
Cost of equipment,	463,256 46	Capital stock, original companies,	3,718 81	$2,499,368 81
Stocks of other companies owned,	1,100 00	Funded debt,		2,100,000 00
Lands owned,	304,072 37	Ground rents payable,		26,512 50
Total,	$4,684,493 91	Current liabilities,		9,432 08
		State of Maryland,		35,000 00
		Profit and loss,		14,180 52
		Total,		$4,684,493 91

IMPORTANT CHANGES DURING THE YEAR.

Extension of second track from Swarthmore to Media, 2.7 miles, begun during the year but not completed June 30, 1890.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	To—	Miles.	Amount of mortgage per mile of line.
$1,100,000.00 West Chester and Philadelphia Railroad Company coupon bonds.	West Philadelphia.	West Chester,	26.22	$41,952 00
$1,000,000.00 Philadelphia and Baltimore Central Railroad Company registered bonds.	West Philadelphia.	Octoraro Junction,	62.62	13,879 00
	Wawa,	West Chester,	9.43	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	2	1
Number iron,	46	41
Number wooden,	29	23
Trestles:		
Number,	5	5
Aggregate length,	2,948 feet.	2,943 feet.
Telegraph:		
Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company as agent,	71.69	62.36
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company as agent,	95	85.57

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The bonds of West Chester and Philadelphia Railroad Company, due 1891, will be taken up by proceeds of sale of bonds of the consolidated company, held in reserve for that purpose.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rooms at Angora for station, from George and Robert Callaghan; rooms at Cheyney for station, from George A. Cheyney; rooms at Chester Heights for station, from Elizabeth Sharpless, *et. al.*; lot near Lansdowne for freight platform, from Charles Leedom; lot at Brandywine Summit, from G. G. Hipple; use of engine house at West Philadelphia, from Pennsylvania Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of operating company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

By what authority incorporated: General railroad law, act of April 4, 1868, and supplements thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
James Dobson, . .	Falls of Schuylkill, Philadelphia.	Chas. H. Cramp,	1736 Spring Garden st., Philadelphia.
E. C. Knight, . .	1605 Chestnut st., Philadelphia.	E. A. Hancock,	2040 Chestnut st., Philadelphia.
Wharton Barker,	N. W. cor. Fourth and Chestnut streets, Philadelphia.	Wm. H. Jenks, .	2004 Arch st., Philadelphia.
F. B. Reeves, . .	Germantown, Philadelphia.	Calvin Pardee, .	Germantown, Philadelphia.
Wm. Brockie, . .	Germantown, Philadelphia.	Wm. M. Singerly,	1701 Locust st., Philadelphia.
Walter F. Hagar,	Cor. Walnut and Third steets, Philadelphia.		

Date of last meeting of stockholders for election of directors: May 24, 1890.

Postoffice address of general office: 310 Chestnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Francis B. Reeves, ...	22 S. Front street, Philadelphia.
Secretary, ...	John Norris, ...	917 Chestnut st., Philadelphia.
Treasurer, ...	Wm. Brockie, ...	310 Chestnut st., Philadelphia.
Chief Engineer, ...	John A. Wilson, ...	Drexel Building, Philadelphia.
General Solicitor, Att'y or Counsel,	John G. Johnson, ...	708 Walnut st., Philadelphia.

PROERTY OPERATED.

The company's application for municipal consent to the building of its railroad is still pending in city councils, consequently no road is operated. No salaries are paid. The company has no income save interest on deposit of cash subscription to stock. It has no debt.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets, ...	$7,667 33	Capital stock, ...	$200,000 00
Other assets.			
Unpaid subscriptions to stock, ...	180,000 00	Total, ...	$200,000 00
Profit and loss, ...	12,332 67		
Total, ...	$200,000 00		

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PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.

By what authority incorporated: General railroad law of April 4, 1868, and supplements thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Austin Corbin.	Philadelphia.	First Monday in May, 1891.
Geo. deB. Keim.	Philadelphia.	do. do.
A. J. Antelo.	Philadelphia.	do. do.
A. A. McLeod.	Philadelphia.	do. do.
Albert Foster.	Riverton, N. J.	do. do.
W. R. Taylor.	Philadelphia.	do. do.
A. H. O'Brien.	Philadelphia.	do. do.

Date of last meeting of stockholders for election of directors: May 6, 1890.

Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Austin Corbin.	Philadelphia.
Vice President.	A. A. McLæod.	do.
Secretary.	W. R. Taylor.	do.
Treasurer.	W. A. Church.	do.
Chief Engineer.	H. K. Nichols.	do.
General Passenger Agent.	C. G. Hancock.	do.
General Freight Agent.	B. H. Ball.	do.
General Superintendent.	I. A. Sweigard.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Philadelphia and Chester Valley Railroad Company.	Bridgeport.	Downingtown.	21.50	21.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,086,372 65	Capital stock.	$755,100 00
Cash and current assets.	27,298 61	Funded debt.	380,510 00
Profit and loss.	26,849 61	Current liabilities.	404 51
Total.	$1,140,520 87	Accrued interest on funded debt not yet payable.	4,506 36
		Total.	$1,140,520 87

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line
	From—	To—	Miles.	
Preferred bonds.	Bridgeport. . . .	Downingtown. .	24.70	$11,356 68
Non-preferred bonds.	. . . . .	. . . . .	24.70	4,048 54

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents.	8	$2,487 52	$1 00
Other station men.	1	60 00	20
Enginemen.	2	2,028 00	3 25
Firemen.	2	1,269 84	2 04
Conductors.	2	1,656 72	2 65
Other trainmen.	6	3,744 00	2 00
Section foremen.	2	1,020 00	1 63
Other trackmen.	4	1,560 00	1 25
Switchmen, flagmen and watchmen.	1	402 60	1 29
Telegraph operators and dispatchers.	1	60 00	20
All other employes and laborers.	1	480 00	1 54
Total.	30	$14,768 68	. . . . .
Distribution of above:			
Maintenance of way and structures.	6	$2,580 00	. . . . .
Conducting transportation.	24	12,188 68	. . . . .
Total.	30	$14,768 68	. . . . .
Employes in Pennsylvania:			
All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	. . . . .	5
Number wooden.	. . . . .	23
Trestles:		
Number.	. . . . .	4
Aggregate length.	. . . . .	783 feet.
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company.	. . . . .	20
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company.	. . . . .	21.5

Gauge of track. . . . . 4 ft. 8½ in.

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PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY.

Date of organization: April 2, 1890. Certificate of organization filed April 25, 1890. Letters pattent issued April 30, 1890.

By what authority incorporated: Act approved April 8, 1861, and supplements thereto.

This company has no railroad in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. DuBarry	Philadelphia	May 4, 1891.
John P. Green	Philadelphia	do.
Wm. A. Patton	Radnor, Delaware county, Pa.	do.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.	do.
Henry D. Welsh	Philadelphia	do.
Stephen W. White	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 233 S. Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. H. Barnes	233 S. 4th st., Phila.
Secretary and Treasurer	Albert Hewson	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Delaware County Railroad, main line.	A connection with the Philadelphia and Baltimore Central Railroad at or near the Philadelphia and Delaware county line.	West Chester	22.3	22.3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$500,000 00	Capital stock	$250,000 00
Cash	74 15	Funded debt	250,000 00
Other assets:		Current liabilities	232 00
Sundries	157 85		
Total	$500,232 00	Total	$500,232 00

IMPORTANT CHANGES DURING THE YEAR.

Issued 5,000 shares capital stock, and 250 debenture certificates.

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PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

By what authority incorporated: State of Pennsylvania, act approved April 3, 1837, and supplements thereto approved March 20, 1838, February 12, 1846, March 14, 1846, March 15, 1847, February 10, 1852, March 27, 1852, May 4, 1852, April 15, 1853, April 18, 1853, May 5, 1854, May 8, 1854, May 4, 1855, May 21, 1857, April 21, 1858, April 13, 1860, March 7, 1861, April 3, 1863, April 3, 1863, March 7, 1864, July 22, 1864, March 9, 1865, March 23, 1866, March 7, 1868, March 12, 1869, March 19, 1869, April 1, 1869, April 6, 1870, May 24, 1871.

Operated by Pennsylvania Railroad Company, lessee.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
* W. Hasell Wilson	233 South Fourth street, Phila.	Second Monday in February, 1891.
* J. N. DuBarry	233 South Fourth street, Phila.	do. do.
* Wistar Morris	209 South Third street, Phila.	do. do.
* Samuel Gustine Thompson	259 South Fourth street, Phila.	do. do.
* N. Parker Shortridge	Wynnewood, Montgomery co., Pa.	do. do.
* Henry D. Welsh	Wissahickon Heights, Phila.	do. do.
* William J. Howard	1231 North Broad street, Phila.	do. do.
* William L. Elkins	423 Walnut street, Philadelphia	do. do.
* Amos R. Little	Aldine Hotel, Philadelphia	do. do.
* J. Bayard Henry	Drexel Building, Philadelphia	do. do.
† Harry R. Shultz	428 Library street, Philadelphia	do. do.
† James McManes	2015 Spring Garden street, Phila.	do. do.
† George A. Heberton	323 Walnut street, Philadelphia	do. do.

Date of last meeting of stockholders for election of directors: February 10, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. Hasell Wilson	233 South Fourth street, Philadelphia.
Secretary, Treasurer	J. S. Vanzandt	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Erie Railroad Company.	Sunbury, Pa.	Erie, Pa.	Pennsylvania Railroad Company.	287.56	287.56

* Elected by stockholders.

† Elected by Philadelphia city councils.

Lease from Philadelphia and Erie Railroad Company to Pennsylvania Railroad Company executed January 1, 1862, modified January 1, 1870, for the term of nine hundred and ninety-nine years, from January 1, 1862. The lessee, "to work, use, manage, maintain and efficiently operate and keep in public use, the railroad of the party of the first part and its appurtenances," with the exclusive right to manage and control said railroad, and "to regulate and determine rates of tolls, freights and charges for all the transportation over the whole or any part of said railroad," and to collect all of said tolls and charges. The lessee to repair and maintain in good order and condition for public use, the railroad, property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States, or the State of Pennsylvania. The surplus of gross receipts, after payment of expenses aforesaid, to be applied to defraying the cost of maintaining a proper and legal organization of the lessor company, and the payment of interest on the funded debt of said lessors. Whatever balance may remain after said payments, to be paid to the lessors for their own use. The lessee is not to pay or become liable to pay, in consequence of any deficiency of gross receipts, for all, or any or either, of the purposes to which it had been agreed that said surplus should be applied.

BONDS OWNED.

Allegheny Valley Railroad Company, income bonds, rate seven per cent., total amount held,	$440,000.00

STOCKS OWNED.

Wilcox Railroad Company, total par value,	$50,000.00

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$26,398,885 98	Capital stock	$10,375,000 00
Bonds of other companies owned	4,400 00	Funded debt	19,474,000 00
Stocks of other companies owned	1,000 00	Sundry items	5,218 50
Other permanent investments	196 19		
Cash and current assets	110,409 72	Total	$29,854,218 50
Profit and loss	3,339,326 61		
Total	$29,854,218 50		

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage coupon bonds. First mortgage registered bonds.	Sunbury, Pa.	Williamsport.	40	$24,400 00
General mortgage six per cent. coupon bonds. General mortgage five per cent. registered bonds. General mortgage four per cent. registered bonds.	Sunbury, Pa.	Erie, Pa.	287.56	64,327 44

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	11	11
Number iron	95	95
Number wooden	46	46
Trestles:		
Number	4	4
Aggregate length	511 feet.	511 feet.
Telegraph:		
Miles of line owned by this company	289.59	289.59
Miles of wire owned by this company	1,076.47	1,076.47
Miles of line operated by Pennsylvania Railroad Company, lessee	289.59	289.59
Miles of wire operated by Pennsylvania Railroad Company, lessee	1,076.47	1,076.47

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of Pennsylvania Railroad Company.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See report of Pennsylvania Railroad Company.

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization: December 28, 1882.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle	Philadelphia	February 10, 1891.
J. N. DuBarry	Philadelphia	do.
John P. Green	Philadelphia	do.
H. H. Houston	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.
John C. Sims	Philadelphia	do.

Date of last meeting of stockholders for election of directors: February 11, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Henry D. Welsh.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Chestnut Hill railroad.	Germantown Junction.	Chestnut Hill.	Pennsylvania Railroad Company.	6.75	6.75

Leased to Pennsylvania Railroad Company for thirty years, from May 1, 1883. Lessees to maintain and operate the road and pay net earnings to lessors.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$2,000,000 00	Capital stock.	1,000,000 00
Cash and current assets.	16,547 66	Funded debt.	1,000,000 00
Profit and loss.	55,252 34	Current liabilities.	71,800 00
Total.	$2,071,800 00	Total.	$2,071,800 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bond.	Germantown Jc.,	Chestnut Hill.	6.75	$148,148 14

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	3	$1,000 00	.....

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	16	16
Telegraph:		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	28.45	28.45
Miles of line operated by Pennsylvania Railroad Company, lessee,	6.75	6.75
Miles of wire operated by Pennsylvania Railroad Company, lessee,	28.45	28.45

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? A sinking fund of $10,000 annually, provided bonds to that amount can be purchased at par, or less. As the bonds sell at a premium, it is inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17, 1831.

By what authority incorporated: Incorporated by an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 17, 1831; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved April 7, 1832; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved February 8, 1834; an act supplementary to an act, entitled "An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company," approved March 30, 1833; "An act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company," approved February 17, 1847; "A further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company," approved April 27, 1852; "An act supplementary to the several acts incorporating the Philadelphia, Germantown and Norristown Railroad Company," approved April 7, 1849 Act of February 10, 1853; Act of April 8, 1853.

Operated by the Philadelphia and Reading Railroad Company.

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ORGANIZATION.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. S. Wilson.	New Centreville, Chester county, Pa.,	November 3, 1890.
George W. Longaker.	Norristown, Pa.,	November 3, 1890.
Thomas McKean.	153 Dock street, Philadelphia.	November 3, 1890.
C. Howard Colket.	2039 Walnut street, Philadelphia.	November 3, 1890.
Lewis Elkin.	242 South Seventh st., Philadelphia.	November 2, 1891.
John A. Brown, Jr.,	209 Chestnut street, Philadelphia.	November 2, 1891.
Richard Dale.	1215 Spruce street, Philadelphia.	November 2, 1891
Joseph W. Johnson, Jr.,	535 Chestnut street, Philadelphia.	November 2, 1891.
Thomas U. Walker.	New Centreville, Chester county, Pa.,	November 7, 1892.
Michael O'Brien.	Conshohocken, Montgomery co., Pa.,	November 7, 1892.
John Slingluff.	Norristown, Pa.,	November 7, 1892.
Edward Dale Toland.	117 South Fifth street, Philadelphia.	November 7, 1892.

Date of last meeting of stockholders for election of directors: November 4, 1889.

Postoffice address of general office: 132 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. S. Wilson.	132 South Third street, Philadelphia.
Secretary and Treasurer.	W. W. Stephens.	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Germantown and Norristown Railroad Company.	Philadelphia.	Norristown.	Philadelphia and Reading Railroad Company.	17	17
Germantown branch.	Germantown Junction.	Germantown.	Philadelphia and Reading Railroad Company.	3	3
Total mileage.				20	20

The Philadelphia, Germantown and Norristown Railroad Company was leased on November 10, 1870, to the Philadelphia and Reading Railroad Company, for a period of 999 years, at an annual rental of $269,623.34 payable in quarterly payments, commencing with March 1, together with $2,000.00 quarterly, for organization expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Road account.*	$1,139,078 84	Capital stock.	$2,246,900 00
Real estate account.*	500,793 49	Contingent account.	47,585 44
Equipment account.*	367 988 09	Miscellaneous account.	237 00
Plymouth railroad account.*	274,495 19	Organization account.	15,983 74
Sundry accounts.	9,210 00	Interest account.	7,653 06
Damages.	3,400 00	Unpaid dividends.	5,284 50
Rent account.	59 40		
Cash and current assets.	28,568 72	Total.	$2,323,593 73
Total.	$2,323,593 73		

* Old accounts that were open time of lease of road.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
President	1	$1,700 00	.....
Secretary and treasurer	1	3,000 00	.....
Assistant secretary and treasurer	1	1,300 00	.....
Total	3	$6,000 00	.....
Distribution of above:			
General administration	3	$6,000 00	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	3	.....	.....
Total yearly compensation of employes in Pennsylvania	...	$6,000 00	.....

PHILADELPHIA AND LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Articles of asssociation filed November 22, 1883, and letters patent issued same date.

By what authority incorporated: Act approved, April 4, 1868 and supplements thereto.

This company's road has not been completed.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	May 12, 1891.
Wistar Morris	Philadelphia	do.
Wm. A. Patton	Radnor, Delaware county, Pa.	do.
G. B. Roberts	Philadelphia	do.
N. Parker Shortridge	Wynnewood, Montgomery co., Pa.	do.
Henry D. Welsh	.....	do.

Date of last meeting of stockholders for election of directors: May 13, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE	NAME.	ADDRESS.
President	J. N. DuBarry	233 S. Fourth st., Philadelphia.
Secretary and treasurer	Albert Hewson	233 S. Fourth st., Philadelphia.

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PROPERTY TO BE OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage in Pennsylvania.
	From—	To—		
Philadelphia and Lehigh Valley railroad, main line.	A connection with the Pennsylvania Schuylkill Valley railroad near the mouth of Perkiomen creek.	Allentown.	40	40

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate.	$1,962 25	Capital stock.	$40,000 00
Engineering surveys.	20,222 65	Rents of real estate.	226 42
Cash.	17,561 67		
Expenses.	425 85	Total.	$40,226 42
Taxes.	54 00		
Total.	$40,226 42		

PHILADELPHIA MIDLAND RAILROAD COMPANY.

Date of organization : July 18, 1885.

By what authority incorporated : Act of assembly, April 8, 1861, and May 25, 1878.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. P. Burchell.	Philadelphia.	May 5, 1891.
Lewis Neilson.	do.	do.
George E. Peabody.	do.	do.
H. P. Rutter.	do.	do.
William Sellers.	do.	do.
B. H. Taylor.	do.	do.

The property and franchises of the company was sold under judicial proceedings March 3, 1890, for a sum less than the claims under which sold. The organization is maintained for the purpose of marshalling assets.

Date of last meeting of stockholders for election of directors : May 6, 1890.

Postoffice address of general office : 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TTLE.	NAME.	ADDRESS.
President.	Wm. H. Barnes.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.		

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PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

By what authority incorporated: Authority of State of Pennsylvania. Original name, Philadelphia and Montgomery County railroad, incorporated by act of April 2, 1860, P. L. p. 677; supplements, April 1, 1863, P. L. of 1864, p. 1074, and March 2, 1865, P. L. p. 674.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John H. Krause	Philadelphia	First Monday of May, 1891.
Smith Harper	do.	do. do.
John Slingluff	do.	do. do.
W. H. Slingluff	do.	do. do.
H. C. Crawford	do.	do. do.
W. D. Zimmerman	do.	do. do.
C. H. Stinson	do.	do. do.
J. P. H. Jenkins	do.	do. do.

Date of last meeting of stockholders for election of directors: Monday May 5, 1890.

Postoffice address of general office: 318 DeKalb street, Norristown, Montgomery county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James Boyd	Norristown, Pa.
Secretary	Howard Boyd	Norristown, Pa.
Treasurer		
General Solicitor, Attorney or Counsel	Charles Heebner	Philadelphia.
Auditor	O. C. Knipe	Norristown, Pa.
General Superintendent	Wm. M. Geary	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Main Line	Erie avenue	Newtown	20.90	20.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,900,000 00	Capital stock	$1,200,000 00
Profit and loss	168 416 59	Funded debt	700,000 00
		Current liabilities	168,416 59
Total	$2,068,416 59	Total	$2,068,416 59

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$2,019 96	.....
General office clerks	2	1,032 00	$1 66
Station agents	10	4,493 34	1 07
Enginemen	4	5,189 71	3 46
Firemen	4	3,216 06	2 14
Conductors	4	5,056 95	3 24
Other trainmen	12	7,080 30	1 60
Carpenters	8	4,904 88	1 80
Section foremen	7	3,315 99	1 27
Other trackmen	25	8,123 74	1 05
Switchmen, flagmen and watchmen	4	1,543 01	1 53
Telegraph operators and dispatchers	2	540 00	74
All other employes and laborers	5	1,418 27	1 00
Total	91	$47,934 11	.....
Distribution of above:			
General administration	....	$3,051 96	.....
Maintenance of way and structures	....	19,305 89	.....
Conducting transportation	....	25,576 26	.....
Total	....	$47,934 11	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	91	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$47,934 11	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	1	.....
Number iron	1	.....
Number wooden	8	.....
Trestles:		
Number	12	.....
Aggregate length	1,800	.....

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

By what authority incorporated: State of Pennsylvania, act of April 4, 1833, amended June 15, 1836, March 31, 1837, March 20, 1838, March 20, 1840, April 3, 1840, April 25, 1844, April 3, 1845, April 15, 1845, April 16, 1845, April 15, 1846, January 11, 1847, March 29, 1848, March 30, 1848, February 15, 1849, April 5, 1849, February 2, 1850, April 11, 1853, February 9, 1854, May 5, 1855, April 15, 1856, May 5, 1857, March 24, 1859, March 26, 1859, April 9, 1859, April 2, 1860, April 3, 1862, April 12, 1864, May 4, 1864, August 23, 1864, March 21, 1865, March 24, 1865, March 30, 1866, April 12, 1866, February 18, 1869, February 18, 1871, March 19, 1872, March 20, 1872, March 27, 1872, April 9, 1873.

If a consolidated company, name the constituent companies: Northern Liberties and Penn Township railroad, April 23, 1829, amended April 3, 1832, April 6, 1833, March 27, 1834, March 15, 1853, May 3, 1864; merged May 8, 1871, act of May 16, 1861.

Port Kennedy railroad, March 8, 1859, amended January 26, 1880; merged June 19, 1872, act of May 16, 1861.

Lebanon Valley railroad, April 1, 1836, amended January 6, 1840, April 3, 1850, April 14, 1851, April 5, 1853, April 20, 1854, February 4, 1856, May 5, 1857, April 12, 1864; merged March 20, 1858, act of May 5, 1857.

Lebanon and Tremont railroad, merged March 25, 1871, act of May 16, 1861.

Schuylkill and Susquehanna railroad, April 5, 1826, amended April 11, 1827, April 16, 1838, March 18, 1848, April 10, 1849, Februry 12, 1850, February 3, 1851, April 8, 1851, April 10, 1851, February 26, 1852, May 2, 1855, May 8, 1855, May 4, 1857, April 1, 1859, April 2, 1860, February 27, 1861, March 17, 1862, April 4, 1872; merged June 19, 1872, act of May 16, 1861, and April 4, 1872.

Mount Carbon railroad, April 20, 1829, amended February 29, 1832, April 3, 1832, April 9, 1833, March 17, 1838, March 17, 1842, April 24, 1844, March 21, 1845, April 11, 1848; merged May 13, 1872, act of May 16, 1861.

Mahanoy and Shamokin railroad, formed by consolidation of Mahanoy and Broad Top Mountain railroad, Mahanoy Valley railroad, Enterprise railroad, Shamokin and Treverton railroad and Yerbe Valley railroad; merged May 25, 1871, act February 18, 1871.

Moselem railroad, March 23, 1865.

West Reading, March 20, 1860.

NAMES OF MANAGERS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. A. McLeod	227 South Fourth st., Philadelphia.	Second Monday in January, 1891.
A. J. Antelo	Philadelphia	do. do.
Thomas Dolan	do.	do. do.
Thomas Cochran	do.	do. do.
George deB. Keim	do.	do. do.
Henry C. Gibson	do.	do. do.
James Boyd	Norristown, Pa.	do. do.

Date of last meeting of stockholders for election of managers: Second Monday in January, 1890.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President and General Manager	A. A. McLeod	227 South Fourth st., Philadelphia.
Secretary	William R. Taylor	do. do. do.
Treasurer	William A. Church	do. do. do.
First Register	Albert Foster	do. do. do.
Chief Engineer	H. K. Nichols	do. do. do.
Comptroller	Daniel Jones	do. do. do.
Auditor, traffic receipts	George Zeigler	do. do. do
Auditor, freight receipts	William B. Scott	do. do. do.
Auditor, coal receipts	H. W. Hancock	do. do. do.
Auditor, passenger receipts	Edward Mahler	do. do. do.
Auditor, disbursements	William G. Brown	do. do. do.
Assistant Chief Engineer	William Hunter	do. do. do.
General Passenger Agent	C. G. Hancock	do. do. do.
General Freight Agent	B. H. Ball	do. do. do.
General Superintendent	I. A. Sweigard	do. do. do.
Assistant General Superintendent	M. F. Bonzano	do. do. do.
Division Superintendent	R. B. Cable	Reading, Pa.
Division Superintendent	C. M. Lawler	Williamsport, Pa.
Division Superintendent	H. W. Tracy	Pine Grove, Pa.
Division Superintendent	W. G. Yetter	Catawissa, Pa.
Division Superintendent	A. M. Wilson	Columbia, Pa.
Superintendent of Telegraph	E. R. Adams	Reading, Pa.
Superintendent of M. P. & R. E.	L. B. Paxson	Reading, Pa.
Superintendent of Steam Collieries	W. B. Gallagher	Port Richmond, Pa.
Superintendent of Canals	E. F. Smith	Reading, Pa.
General Baggage Agent	H. W. Souders	Philadelphia.
Real Estate Agent	J. H. Loomis	227 South Fourth st., Philadelphia.
Purchasing Agent	H. C. Norton	227 South Fourth st., Philadelphia.
Transportation Master	O. W. Stager	227 South Fourth st., Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line	Philadelphia	West Falls	98.4	....
	Wayne Junction	Tabor Junction		
	Port Richmond	Mount Carbon		
Northern Liberties and Penn township railroad	Broad street, Philadelphia	Delaware river	1.4	....
Port Kennedy branch	Port Kennedy	Lime Kiln	1.2	....
Lebanon Valley branch	Reading, Pa.	Harrisburg	53.7	....
Lebanon and Tremont branch	Lebanon, Pa.	Brookside	42.2	....
Schuylkill and Susquehanna branch	Auburn, Pa.	Rockville, Pa.	53.4	....
Mount Carbon branch	Mount Carbon, Pa.	Wadesville and Mount Laffey	8.5	....
Mahanoy and Shamokin branch	New Castle and Mahanoy City	Port Treverton	64.6	....
Moselem branch	Leesport	Leesport Iron Works	1.7	...
West Reading branch	Third st., Reading	Foot of Sixth street, Reading	1.9	....
Colebrookdale railroad	Pottstown, Pa.	Barto	12.8	....
Pickering Valley railroad	Phœnixville, Pa.	Byers	11.3	....
East Pennsylvania railroad	Reading, Pa.	Allentown, Pa.	36	....
Allentown railroad	Topton, Pa.	Kutztown, Pa.	4.5	....
Little Schuylkill railroad	Port Clinton, Pa.	Tamanend and Reevesdale	28.1	....
Mine Hill and Schuylkill Haven railroad	Schuylkill Haven	Locust Gap Junction, Pa.	52.9	....
Mine Hill and Schuylkill Haven railroad	Schuylkill Haven	Tremont, Pa.		
Mine Hill and Schuylkill Haven railroad	Schuylkill Haven	New Lincoln, Pa.		
Mount Carbon and Port Carbon railroad	Mount Carbon, Pa.	Port Carbon, Pa.	2.5	....
Mill Creek railroad	Mill Creek Junction	New Castle, Pa.	3.8	....
Schuylkill Valley railroad	Port Carbon, Pa.	Reevesdale, Pa.	11	....
East Mahanoy railroad	Connect with Nesq. Valley	E. M. Tunnel	14.1	....
East Mahanoy railroad	East Mahanoy Junction, Pa.	Saint Nicholas, Pa.		
Shamokin, Sunbury and Lewisburg railroad	West Milton, Pa.	Shamokin, Pa.	31.1	....
Philadelphia, Germantown and Norristown railroad	Philadelphia	Chestnut Hill, Pa.	33.5	....
Philadelphia, Germantown and Norristown railroad	Philadelphia	Norristown, Pa.		
Philadelphia, Germantown and Norristown railroad	Philadelphia	Oreland, Pa.		

PROPERTY OPERATED—CONTINUED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Catawissa and Williamsport railroad. .	Tamanend, Pa.. . . .	Newberry Junction. .	96.5	. . . .
Philadelphia and Chester railroad. . . .	Gray's Ferry, Pa.. . .	Thurlow, Pa..	14.2	. . . .
North Pennsylvania railroad.	Philadelphia.	Bethlehem, Pa.. . . .		
North Pennsylvania railroad.	Lansdale.	Doylestown, Pa.. . .	86.4	. . . .
North Pennsylvania railroad.	Jenkinstown, Pa.. . .	Centre of Delaware river.		
Norristown Junction railroad.	Mill street, Norristown, Pa.,	Marshall street, Norristown.	.4	. . . .
Schuylkill and Lehigh railroad.	Connect with Wilmington and Northern railroad, near Reading, Pa..	Slatington, Pa.. . . .	44	
				810.1
Delaware and Bound Brook railroad. . .	Centre of Delaware river, Trenton, N.J.,	Bound Brook Junction, Trenton, N.J.,	33	. . . .
Total mileage operated.	. . . . .	. . . . .	843.1	810.1

CAPITAL STOCK.

DESCRIPTION.	Par value of shares.	Total amount authorized by law.	Amount outstanding.	Manner of payment for capital stock.	No. of shares.	Total cash realized.	Give particulars and explanations.
Capital stock: common.	$50 00	Not limited.	$39,480,361 78	Issued for cash. Issued for construction.	789,607	$39,480,361 78	Issued for cash, property purchased and acquired dividends, and conversion of bonds.
Total.	$50 00		$39,480,361 78	Total.		$39,480,361 78	

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorthorized issue.	Amount outstanding.	INTEREST.	
	Date of issue.	When due.			Rate.	Amount accrued during year.
Prior mortgage loans.	Various.	1910.	$6,180,000 00	$2,466,700 00	6	$148,002 00
Prior mortgage loan.	1857.	1910.	7,000,000 00	79,000 00	4½	3,555 00
Prior mortgage loan.	1868.	1893.	2,700,000 00	2,700,000 00	7	189,000 00
Consol mortgage loan.	1871.	1911.	25,000,000 00	8,162,000 00	6	489,720 00
Consol mortgate loan.	1871.	1911.		10,649,000 00	7	745,430 00
Improvement mortgage loan.	1873.	1897.	10,000,000 00	9,364,000 00	6	561,840 00
Income mortgage loan.	1876.	1896.	10,000,000 00	1,000 00	7	70 00
Consol mortgage loan.	1882.	1922.	80,000,000 00	5,767,042 00	5	288,275 00
Consol mortgage loan.	1883.	1933.	80,000,000 00	1,535 00	5	50 00
General mortgage loan.	1888.	1958.	100,000,000 00	36,210,439 77	4	1,399,109 26
First preferred income mortgage loan.	1888.	1958.	24,400,000 00	23,947,848 20	.00375	89,804 36
Second preferred income mortgage loan.	1888.	1958.	22,500,000 00	16,175,820 53	.....	Not earned.
Third preferred income mortgage loan.	1888.	1958.	Not limited.	18,595,423 45	.....	Not earned.
Real estate bonds.	Various.	Various.	.....	2,146,575 48	Various.	140,455 60
Conv. adj. scrip.	1883.	1888.	4,000,000 00	1,810 00	6	120 60
Debenture loan.	1868.	1893.	Not limited.	7,100 00	6	426 00
Debenture loan.	1878.	1898.	900,000 00	1,000 00	6	60 00
Debenture conv. loan.	1873.	1893.	10,500,000 00	13,800 00	7	966 00
Debenture and guarantee scrip.	1877.	1882 4.	Not limited.	7,600 00	6	456 00
Deferred income bonds.	.....	.....	34,300,000 00	7,670,427 09	.....	Not earned.
Total.	.....	.....	.....	$143,968,121 52	.....	$4,057,339 82

FUNDED DEBT—CONTINUED.

CAR TRUST OBLIGATIONS—GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	Date of issue.	Term.	Number of payments.	Equipment covered.
Car trust certificates, issue of February 15, 1883.	February 15, 1883.	10 years.	10	43 locomotives, 1 tender, 2 baggage cars, 18 passenger cars, 1,650 coal cars, 1,595 freight and other cars, 3 snow plows.
Car trust certificates, series B. .	March 15, 1884.	10 years.	10	45 locomotives, 28 passenger cars, 1,002 freight and coal cars.
Car trust certificates, series C. .	July 1, 1887. . . .	10 years.	40	12 locomotives, 69 passenger cars, 20 baggage and combination cars, 1,670 freight and coal cars.

STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	Cash paid on delivery of equipment.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS INTEREST.	
		Original amount.	Amount outstanding.	Amount accrued during year.	Rate.
Car trust certificates, issue of February 15, 1883.	$2,000,000 00	$2,000,000 00	$600,000 00	$43,500 00	6 per ct.
Car trust certificates, series B.	1,110,000 00	1,110,000 00	408,000 00	28,815 00	6 per ct.
Car trust certificates, series C.	1,200,000 00	1,200,000 00	870,000 00	46,750 00	5 per ct.
Total.	$4,310,000 00	$4,310,000 00	$1,878,000 00	$119,065 00	. . . . .

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	Amount outstanding.	Amount of interest accrued during year.
Common income and collateral trust bonds, etc..	$143,968,121 52	$4,057,339 82
Car trust obligations.	1,878,000 00	119,065 00
Total.	$145,846,121 52	$4,176,404 82

CURRENT ASSETS AND LIABILITIES.

Cash and Current Assets Available for Payment of Current Liabilities.		*Current Liabilities Accrued to and Including June 30, 1890.*	
Cash.	$423,034 32	Loans and bills payable.	$1,959,556 00
Bills receivable.	123,056 90	Audited vouchers and accounts. . .	954,946 17
Due from agents.	972,160 94	Wages and salaries.	597,961 15
Net traffic balances due from other companies.	42,636 52	Matured interest coupons unpaid. .	970,816 80
Due from solvent companies and individuals.	4,196,640 50	Rentals due July 1.	437,102 87
Other cash assets (including material and supplies on hand).	946,272 29	Balance—Cash assets.	1,783,418 48
Total.	$6,703,801 47	Total.	$6,703,801 47

RECAPITULATION.

A—MILEAGE OWNED.

ACCOUNT.	Total amount outstanding.	APPORTIONMENT.	
		To railroads.	To other properties.
Capital stock	$39,480,361 78	$98,674,102 11	$86,652,381 19
Bonds	143,968,121 52		
Car trust obligations	1,878,000 00		
Total	$185,326,483 30	$98,674,102 11	$86,652,381 19

B—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED).

NAME OF ROAD.	Capital stock.	Funded debt.	Current liabilities.	Total.
Colebrookdale railroad	$297,215 00	$600,000 00	This information not in our possession.	$897,215 00
Pickering Valley railroad	95,655 00	332,300 00		427,955 00
East Pennsylvania railroad	1,730,450 00	495,000 00		2,225,450 00
Allentown railroad	1,268,884 47	.....		1,268,884 47
Little Schuylkill railroad	2,487,850 00	.....		2,487,850 00
Mine Hill and Schuylkill Haven railroad	4,081,900 00	.....		4,081,900 00
Mount Carbon and Port Carbon railroad	282,350 00	.....		282,350 00
Mill Creek and M. Hill Nav. and railroad	323,375 00	.....		323,375 00
Schuylkill Valley railroad	576,050 00	.....		576,050 00
East Mahanoy railroad	497,750 00	.....		497,750 00
Shamokin, Sunbury and Lewisburg railroad	2,000,000 00	1,000,000 00		3,000,000 00
Philadelphia, Germantown and Norristown railroad	2,246,900 00	.....		2,246,900 00
Catawissa railroad	3,200,000 00	1,530,500 00		4,730,500 00
Chester and Delaware River railroad	39,550 00	.....		39,550 00
North Pennsylvania railroad	4,685,950 00	7,200,000 00		11,885,950 00
Delaware and Bound Brook railroad	1,777,000 00	1,777,000 00		3,554,000 00
Norristown Junction railroad	20,000 00	40,000 00		60,000 00
Schuylkill and Lehigh railroad	50,000 00	1,000,000 00		1,050,000 00
Chestnut Hill railroad	120,650 00	.....		120,650 00
Total	$25,781,529 47	$13,974,800 00		$39,756,329 47

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM.	EXPENDITURES DURING THE YEAR.		
	Included in operating expenses.	Not included in operating expenses.	Total expenditures.
Construction:			
Other real estate	.....	$135,002 25	$135,002 25
Bridges and trestles	$252,034 11	131,606 35	383,640 46
Rails	119,266 17	.....	119,266 17
Buildings, furniture and fixtures	57,485 38	21,740 81	79,226 19
Wharfing, etc.	.....	278 18	278 18
Sidings and yard extensions, etc.	.....	304,331 43	304,331 43
Other items	32,706 82	8,658 44	41,365 26
Total construction	$461,492 48	$601,617 46	$1,063,109 94
Equipment:			
Floating equipment	.....	8,854 24	8,854 24
Grand total construction and equipment	$461,492 48	$610,471 70	$1,071,964 18

COST OF ROAD AND EQUIPMENT.

ITEMS.	Total cost to June 30, 1889.	Net additions during year.	Total cost to June 30, 1890.
Construction:			
Right of way, other real estate, fences, grading and bridge and culvert masonry, bridges and trestles, rails, ties, other superstructure, buildings, furniture and fixtures, shop machinery and tools, engineering expenses, interest during construction, discount on securities sold for construction, telegraph line, wharfing, etc., sidings and yard extensions, terminal facilities and elevators, road built by contract, purchase of constructed road and other items	$83,656,593 25	$601,617 46	$84,258,210 71
Total construction	$83,656,593 25	$601,617 46	$84,258,210 71
Equipment:			
Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars and other cars of all classes	$12,637,703 71	.....	$12,637,703 71
Floating equipment	1,221,038 58	8,854 24	1,229,892 82
Total equipment	$13,858,742 29	$8,854 24	$13,867,596 53
Grand total cost construction and equipment	$97,515,335 54	$610,471 70	$98,125,807 24
Give cost of construction of that portion of road located in Pennsylvania: All in Pennsylvania.			

INCOME ACCOUNT.

Gross earnings from operation	$20,594,494 85	
Less operating expenses	11,387,964 94	
Income from operation	.....	$9,206,529 91
Interest on bonds owned	95,952 18	
Dividends on stocks owned	165,913 72	
Net miscellaneous income	262,825 26	
Income from other sources	.....	524,691 16
Total income	.....	$9,731,221 07
Deductions from income:		
Interest on funded debt accrued	$4,176,404 82	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	53,336 67	
Rentals, including tracks, yards and terminals	2,784,357 79	
Taxes	397,674 37	
Other deductions	545,140 84	
Total deductions from income	.....	7,956,914 49
Net income	.....	$1,774,306 58
Other payments from net income	$1,135,345 09	.....
Total	.....	$1,135,345 09
Surplus from operations of year ending June 30, 1890	.....	$638,961 49
Surplus on June 30, 1889	.....	614,830 61
Surplus on June 30, 1890	.....	$1,253,792 10

EARNINGS FROM OPERATION.

Total passenger revenue	$3,780,300 07
Mail	71,082 47
Express	391,729 58
Total	$4,243,112 12
Total freight revenue	$16,328,628 14
Total freight earnings	$16,328,628 14
Total passenger and freight earnings	$20,571,740 26
Earnings from other sources	22,754 59
Total gross earnings from operation	$20,594,494 85

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BONDS OWNED.

Total amount held,	$50,772,730 29
Income or interest received,	95,952 18

STOCKS OWNED.

Total par value,	$19,408,725 00
Income or dividend received,	165,913 72

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Real estate,	$186,703 20	$46,418 28	$140,284 92
Canals,	120,199 68	132,435 32	12,235 64
Steam collieries and barges,	741,863 74	607,087 76	134,775 98
Total,	$1,048,766 62	$785,941 36	$262,825 26

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway,	$941,510 89
Renewals of rails,	119,266 17
Renewal of ties,	328,497 41
Repairs of bridges and culverts,	351,281 31
Repairs of buildings,	219,810 86
Repairs of docks and wharves,	23,056 77
Other expenses,	376,553 47
Total,	$2,359,976 88
Maintenance of equipment:	
Repairs and renewals of locomotives,	$783,279 22
Repairs and renewals of passenger cars,	221,452 55
Repairs and renewals of freight cars,	695,846 42
Shop machinery, tools, etc.,	31,699 20
Other expenses,	56,400 69
Total,	$1,788,678 08
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse men and other trainmen,	$3,215,254 14
Fuel for locomotives,	1,010,904 65
Water-supply, etc., for locomotives, All other supplies for locomotives	217,247 14
All other train supplies,	109,193 33
Wages of switchmen, flagmen and watchmen,	274,899 12
Expenses of telegraph, including train dispatchers and operators,	99,318 25
Wages of station agents, clerks and laborers,	959,662 22
Station supplies,	73,495 67
Car mileage—balance,	259,108 74
Loss and damage,	17,270 71
Injuries to persons,	50,800 10
Other expenses,	80,880 85
Total,	$6,368,034 92

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OPERATING EXPENSES—CONTINUED.

General expenses:	
Salaries of officers, Salaries of clerks,	$276,725 11
General office expenses and supplies,	62,464 26
Agencies, including salaries and rent,	9,899 36
Advertising,	53,154 56
Insurance,	120,725 97
Rentals,	39,801 08
Legal expenses,	60,909 91
Stationery and printing,	15,789 57
Other general expenses,	231,805 24
Total,	$871,275 06
Recapitulation of expenses:	
Maintenance of way and structures,	$2,359,976 88
Maintenance of equipment,	1,788,678 08
Conducting transportation,	6,368,034 92
General expenses,	871,275 06
Grand total,	$11,387,964 94
Percentage of operating expenses to earnings,	55.296

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	Interest on bonds guaranteed.	Dividends on stocks guaranteed.	Cash.	Total.
Mine Hill and Schuylkill Haven railroad,		$326,552 00		$326,552 00
Mount Carbon and Port Carbon railroad,		36,250 00		36,250 00
Mill Creek and Mine Hill Navigation and railroad,		33,000 00	$1,616 87	34,616 87
Schuylkill Valley Navigation and railroad,		29,450 00	1,440 12	30,890 12
Little Schuylkill Railroad and Coal Company,		214,550 50	2,000 00	216,550 50
East Pennsylvania railroad,	$19,800 00	103,362 00	5,384 85	128,546 85
Philadelphia, Germantown and Norristown railroad,	2,800 00	269,623 34	21,481 40	293,904 74
Chestnut Hill railroad,		14,478 00	2,723 90	17,201 90
Catawissa railroad,	109,756 25	226,000 00	8,000 00	343,756 25
North Pennsylvania railroad,	492,000 00	375,008 00	30,741 80	897,749 80
Delaware and Bound Brook railroad,	121,620 00	142,160 00	28,114 75	291,894 75
Swedes Ford Bridge Company,		2,405 00	50 00	2,455 00
Schuylkill and Lehigh railroad,	27,000 00			27,000 00
Shamokin, Sunbury and Lewisburg railroad,	50,000 00		540 00	50,540 00
Pickering Valley railroad,			4,885 01	4,885 01
Colebrookdale railroad,			17,131 99	17,131 99
Allentown railroad,			3,353 83	3,353 83
Allentown Terminal railroad,	7,875 00			7,875 00
Schuylkill Navigation Company,	19,571 39	1,143 18	9,829 00	30,543 57
Susquehanna Canal Company,	14,698 83	960 78	7,000 00	22,659 61
Total rentals,	$865,121 47	$1,774,942 80	$144,293 52	$2,784,357 79

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$84,258,210 71	Capital stock,	$39,480,361 78
Cost of equipment,	13,867,596 53	Funded debt,	145,846,121 52
Bonds of other companies owned,	4,422,540 73	Current liabilities,	4,920,382 99
Stocks of other companies owned,	7,196,548 00	Accrued interest on funded debt not yet payable,	364,023 34
Other permanent investments,	84,451,102 44	Accrued rentals not yet payable,	345,380 88
Cash and current assets,	6,703,801 47	Sundries,	9,378,657 83
Sundries,	688,920 56	Profit and loss,	1,258,792 10
Total,	$201,588,720 44	Total,	$201,588,720 44

CASH STATEMENT OF FINANCIAL OPERATIONS FOR THE YEAR.

RESOURCES TO ACCOUNT FOR.	Item.	Total.
1. Net income:		
From operation	$9,206,529 91	
From other sources	524,691 16	
Total		$9,731,221 07
2. Increase in liabilities:		
Sale of bonds	$3,049,004 06	
Total		3,049,004 06
3. Decrease in assets:		
Cash on hand	126,189 80	
Total		126,189 80
4. Miscellaneous		
Sale of securities owned	$1,114 53	
All other sources	280,230 00	
Total		281,344 53
Grand total		$13,187,759 46

RESOURCES ACCOUNTED FOR.	Item.	Total.
1. Fixed charges:		
Interest on funded debt paid	$3,936,168 35	
Other interest paid	53,336 67	
Rentals	2,816,226 94	
Taxes	397,674 37	
Total		$7,203,406 33
2. Other charges against net income		1,680,485 93
3. Betterments to property:		
Other permanent improvements	$601,617 46	
Additional equipment	8,854 24	
Total		610,471 70
4. Decrease in liabilities:		
Reduction of funded debt	$533,421 67	
Decrease in current liabilities	455,577 74	
Total		988,999 41
5. Increase in assets:		
Cash assets	$1,489,276 80	
Total		1,489,276 80
6. Miscellaneous:		
Other expenditures	$1,215,119 29	
Total		1,215,119 29
Grand total		$13,187,759 46

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IMPORTANT CHANGES DURING THE YEAR.

Allentown Terminal railroad. Branch line in Allentown, leased jointly with Central Railroad of New Jersey, and Lehigh Coal and Navigation Company, on July 10, 1889, for nine hundred and ninety-nine years.

The following increases were made in funded debt:

General mortgage bonds, 1888–1958,	$3,024,225 76	
First preference income bonds, 1888–1958,	1,920 03	
Second preference income bonds, 1888–1958,	5,952 46	
Third preference income bonds, 1888–1958,	16,905 81	
		$3,049,004 06

The following decreases were effected in funded debt:

Income mortgage bonds, 1876–96,	$1,000 00	
Consol mortgage loan, 1882–1922,	1,410 00	
Real estate bonds,	94,216 67	
Conv. adjust. scrip, 1883–88,	2,760 00	
Debenture loan, 1868–93,	1,600 00	
Debenture loan, 1878–98,	400 00	
Debenture conv. loan, 1873–93,	8,300 00	
Debenture and guarantee scrip, 1877–82–84,	1,735 00	
Car trust certificates, series A,	200,000 00	
Car trust certificates, series B,	102,000 00	
Car trust certificates, series C,	120,000 00	
		533,421,67
Net increase,		$2,515,582 39

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. The railroad company furnishes cars and motive power for which express company pays percentage of gross receipts.

United States Government. No contracts; terms vary on the several routes.

Pullman Parlor Car Company. The parlor car company furnishes its own cars.

No contracts exist other than the usual arrangements for interchange of traffic.

SECURITY FOR FUNDED DEBT.

The following mortgages were executed on January 3, 1888, which are liens in the order named upon the entire property, leasehold, interests and equipment of the company:

General mortgage loan,	$100,000,000 00
First preferred income mortgage loan,	24,400,000 00
Second preferred income mortgage loan,	22,500,000 00
Third preferred income mortgage loan,	Not limited.

These mortgages severally provide for the retirement of the funded debt.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	57	$266,110 08	
General office clerks	507	360,311 76	$2 28
Station agents	292	196,536 24	1 83
Other station men	968	473,873 28	1 59
Enginemen	635	601,826 88	3 03
Firemen	631	399,796 60	2 03
Conductors	581	482,629 44	2 66
Other trainmen	1,941	1,035,780 96	1 71
Machinists	477	320,739 36	2 19
Carpenters	743	418,468 80	1 81
Other shopmen	1,027	556,513 20	1 74
Section foremen	218	118,527 72	1 74
Other trackmen	1,550	665,024 16	1 37
Switchmen, flagmen and watchmen	918	374,593 37	1 31
Telegraph operators and dispatchers	462	286,034 64	1 96
Employes—account floating equipment	366	226,608 96	1 71
All other employes and laborers	2,744	1,179,721 56	1 38
Total	14,117	$7,933,097 01	
Distribution of above:			
General administration	564	$626,421 84	
Maintenance of way and structures	2,554	1,178,984 88	
Maintenance of equipment	2,434	1,321,092 84	
Conducting transportation	8,565	4,806,597 45	
Total	14,117	$7,933,097 01	

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMN FOR REVENUE AND RATES. Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue	17,504,375			
Number of passengers carried one mile	199,422,233			
Average distance carried	11.39			
Total passenger revenue		3,780,300	07	
Average amount received from each passenger			21	6
Average receipts per passenger per mile			01	9
Passenger earnings per mile of road		4,483	81	
Passenger earnings per train mile			81	7
Freight traffic:				
Number of tons carried of freight earning revenue	19,401,123			
Number of tons carried one mile	1,561,650,548			
Average distance haul of one ton	80.5			
Total freight revenue		16,328,628	14	
Average amount received for each ton of freight			84	2
Average receipts per ton per mile			01	
Freight earnings per mile of road		19,367	37	
Freight earnings per train mile		2	23	1
Passenger and freight:				
Passenger and freight earnings		20,108,928	21	
Passenger and freight earnings per mile of road		23,851	18	
Total earnings per mile of road, including mails, express, etc.		24,427	11	
Number of passenger trains, daily average	597			
Number of freight trains, daily average	481			
Number of mixed trains, daily average	26			
Train mileage:				
Miles run by passenger trains	4,624,814			
Miles run by freight trains	7,319,617			
Total mileage of trains earning revenue	11,944,431			
Miles run by switching trains	4,870,999			
Miles run by construction and other trains	596,298			
Grand total train mileage	17,411,728			
Average number of freight cars in train	59			

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.	TOTAL FREIGHT TONNAGE.	
	Whole tons.	Per cent.
Products of agriculture:		
Grain,	558,566	2.71
Flour,	234,672	1.14
Other mill products,	237,420	1.10
Hay,	60,283	.29
Tobacco,	22,698	.11
Cotton,	18,049	.08
Fruit and vegetables,	32,177	.15
Products of animals:		
Live stock,	89,655	.44
Dressed meats,	63,374	.31
Other packing-house products,	45,808	.22
Poultry, game and fish,	42,510	.20
Wool,	21,562	.10
Hides and leather,	35,112	.17
Products of mines:		
Anthracite coal,	9,571,263	46.46
Bituminous coal,	1,783,151	8.66
Coke,	501,780	2.44
Ores,	1,177,632	6.00
Stone, sand and other like articles,	1,190,547	6.00
Products of forest:		
Lumber,	832,665	4.10
Manufactures:		
Petroleum and other oils,	79,296	.38
Sugar,	39,957	.20
Naval stores,	5,902	.02
Iron, pig and bloom,	904,980	4.40
Iron and steel rails,	145,719	.71
Other castings and machinery,	344,865	1.67
Bar and sheet metal,	637,139	3.10
Cement, brick and lime,	340,518	1.17
Agricultural implements,	6,142	.03
Wagons, carriages, tools, etc.,	33,529	.16
Wines, liquors and beer,	44,906	.22
Household goods and furniture,	28,782	.14
Merchandise,	729,612	3.54
Miscellaneous: Other commodities not mentioned above,	737,668	3.58
Total tonnage,	20,597,939	100.00

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DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger	. . . .	135	134	Westinghouse air brake.		
Freight	. . . .	269	61			
Switching	. . . .	87	18			
Special express	. . . .	3	. . .			
Total	. . . .	494	213			
Cars in passenger service:						
First-class passenger cars	. . . .	220	220	Westinghouse air brake.	220	Miller automatic coupler.
Second-class passenger cars	. . . .	63	63		63	
Combination passenger cars	. . . .	91	91		91	
Parlor cars	. . . .	4	4		4	
Sleeping cars	. . . .	3	3		3	
Baggage, express and postal cars	. . . .	74	74		74	
Other cars in passenger service	. . . .	2	2		2	
Total	. . . .	457	457		475	
Cars in freight service:						
Box cars	. . . .	1,432	12	Westinghouse air brake.	22	Miller automatic coupler.
Flat cars	. . . .	2,371	. . .		. . . .	
Stock cars	. . . .	122	. . .		. . . .	
Coal cars	. . . .	12,886	. . .		1	
Refrigerator cars	. . . .	30	2		. . . .	
Other cars	. . . .	506	. . .		. . . .	
Total	. . . .	16,867	14		25	
Cars in company's service:						
Gravel cars	. . . .	538	. . .	Westinghouse air brake.		
Derrick cars	. . . .	20	5			
Caboose cars	. . . .	193	2			
Other road cars	. . . .	130	25			
Total	. . . .	681	32			
Cars contributed to fast freight line service: Box cars	. . . .	253				
Total owned	. . . .	18,258	503	Westinghouse air brake.	480	2,372 Van Dorston. 193 Miller.
Cars leased	2,175	9,984	271		2,565	
Engines leased	50	210	45		. . . .	
Cars, grand total	2,175	28,242	774		3,045	
Engines, grand total	50	701	258			

MILEAGE.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract, or otherwise.	Total mileage operated.	Total mileage operated in Pennsylvania.	New line constructed during year.	RAILS.	
							Iron.	Steel.
Miles of single track	98.40	228.60	516.10	843.10	810.10	. . .	158.00	685.10
Miles of second track	98.40	69.80	211.50	379.70	352.70	20.70	21.20	358.50
Miles of yard track, sidings and spurs	193.90	179.20	335.50	708.60	695.30	40.50	544.40	164.20
Total mileage operated (all tracks)	390.70	477.60	1,063.10	1,931.40	1,858.10	61.20	723.60	1,207.80

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RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Iron and steel.	1,269,418	76	$31 24	White oak, chestnut, etc. . . .	601,083	80 54.6

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.	6	41	. . . .	. . . .	. . . .	. . . .	6	41
Falling from trains and engines.	12	18	. . . .	. . . .	1	. . . .	13	18
Overhead obstructions.	2	4	. . . .	. . . .	. . . .	. . . .	2	4
Collisions.	5	4	. . . .	. . . .	. . . .	. . . .	5	4
Derailments.	3	8	. . . .	. . . .	. . . .	. . . .	3	8
Other train accidents.	. . . .	. . . .	1	2	. . . .	. . . .	1	2
Other causes.	15	30	. . . .	3	12	3	27	36
Total.	43	105	1	5	13	3	57	113

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			TRESPESSERS.		NOT TRESPASSERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions.	1	. . . .	. . . .	. . . .	. . . .	. . . .	1	. . . .
Derailments.	. . . .	3	. . . .	. . . .	. . . .	. . . .	. . . .	3
At highway crossings	. . . .	. . . .	. . . .	. . . .	16	10	16	10
Other causes.	. . . .	. . . .	89	63	7	11	96	74
Total.	1	3	89	63	23	21	113	87

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	231	
Number iron,	233	
Number wooden,	474	
Trestles:		
Number,	197	
Aggregate length,	30,538 feet.	
Tunnels:		
Number,	10	
Maximum length,	3,403 feet.	
Minimum length,	176 feet.	
Aggregate length of all tunnels,	12,798 feet.	
Telegraph:		
Miles of line owned by this company and Western Union Telegraph Company, jointly,	94.3	
Miles of wire owned by this company,	365.0	
Miles of line operated by this company,	987.1	
Miles of wire operated by this company,	4,124.3	

Gauge of track, ... 4 ft. 8½ in.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization: April 13, 1888.

By what authority incorporated: Act of April 4, 1868, and supplement thereto of May 31, 1887.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. A. McLeod,	Philadelphia,	First Monday in May, 1891.	
J. R. Maxwell,	Brooklyn, N. Y.,	do.	do.
J. D. Campbell,	New York City,	do.	do.
S. A. Caldwell,	Philadelphia,	do.	do.
Wharton Barker,	Philadelphia,	do.	do.
T. Morris Perot,	Philadelphia,	do.	do.
Austin Corbin,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Vice President and General Manager,	A. A. McLeod,	do.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$183,241 93	Capital stock,	$30,000 00
		Current liabilities,	153,241 93
Total,	$183,241 93	Total,	$183,241 93

Road not yet constructed.

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PHILADELPHIA AND TRENTON RAILROAD COMPANY.

By what authority incorporated: State of Pennsylvania. February 23, 1832, February 9, 1835, April 13, 1838, April 16, 1838, March 23, 1839, March 17, 1840, June 13, 1842, April 16, 1844, April 16, 1848, May 2, 1855, May 25, 1859, May 29, 1859, April 28, 1864, March 11, 1869.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dorance,	Bristol, Pa.,	February 18, 1891.
G. B. Roberts,	Philadelphia,	do.
Wistar Morris,	Philadelphia,	do.
Alexander Biddle,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
J. N. DuBarry,	Philadelphia,	do.
Alexander M. Fox,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
Amos R. Little,	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: February 19, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Philadelphia.
Secretary,	James R. McClure,	Philadelphia.
Treasurer,	W. Taylor,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Trenton railroad.	Philadelphia.	Delaware river, opposite Trenton.	Pennsylvania railroad Company.	. . .	26.50

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company and the Philadelphia and Trenton Railroad Company, for and during the term of 999 years at a yearly rental of ten dollars per share on the outstanding capital stock at date of lease (not including 7,650 shares owned by the united companies) The lessee to maintain and operate the railroad and keep the same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and impositions whatever that may be lawfully laid or imposed.

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Frankford and Holmesburg Railroad Company,	$25,000 00	7 per cent.	.....

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Trenton-Delaware Bridge Company, 1,278 shares,	$127,800 00	3 per cent.	$3,834 00
Trenton and New Brunswick Turnpike Company, 1,200 shares,	21,000 00	.....	.....
Frankford and Holmsburg Railroad Company, 500 shares,	25,000 00	.....	.....
Under lease this income is retained by Pennsylvania Railroad Company.			
Total,	$173,800 00	.....	.....

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,448,971 75	Capital stock,	$1,259,100 00
Bonds of other companies owned,	25,000 00	Current liabilities,	1,600,887 07
Stocks of other companies owned,	176,755 56	Profit and loss,	790,740 24
Total,	$3,650,727 31	Total,	$3,650,727 31

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	9	9
Number iron,	9	9
Trestles:		
Number,	1	1
Aggregate length,	32 feet.	32 feet.
Telegraph:		
Miles of line owned by this company,	26.42	26.42
Miles of wire owned by this company,	299.79	299.79
Miles of line operated by Pennsylvania Railroad Company, lessee,	76.50	76.50
Miles of wire operated by Pennsylvania Railroad Company, lessee,	299.79	299.79

Gauge of track, ... 4 ft. 9 in.

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PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.

By what authority incorporated: The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized under the laws of the States of Pennsylvania, Delaware and Maryland.

The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company, formed by the merger, under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company; New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the State of Delaware of February 7, 1829; New Castle and Wilmington Railroad Company, chartered by act of the State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation, was organized February 5, 1838, by the consolidation, under authority of an act of Delaware of February 4, 1833, and act of Maryland of January 20, 1838, and an act of Pennsylvania of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831, name changed to Philadelphia, Wilmington and Baltimore Railroad Company by act of March 14, 1836.

(2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland of March 14, 1832, had been merged, by authority of act of Delaware of February 4, 1833, act of Delaware of July 24, 1835, and act of Maryland of March 14, 1836.

(3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland of March 5, 1832.

The following is a reference to the acts of incorporation, and acts supplementary to, or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company:

Philadelphia, Wilmington and Baltimore Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 343), March 14, 1836 (P. L. p. 86), February 24, 1837 (P. L. p. 20), March 7, 1837 (P. L. p. 39), December 19, 1837 (P. L. p. 1).

Wilmington and Susquehanna Railroad Company: Acts of Delaware of January 18, 1832 (vol. 8, p. 133), February 4, 1833 (vol. 8, p. 272), January 26, 1835 (vol. 8, p. 351), July 24, 1835 (vol. 9, p. 9), June 17, 1836 (vol. 9, p. 36), January 13, 1837 (vol. 9, p. 59).

Delaware and Maryland Railroad Company: Acts of Maryland of March 14, 1832, 1831 chap. 296; March 21, 1833, 1832 chap. 304; March 9, 1835, 1834 chap. 281; March 14, 1836, 1835 chap. 93; April 1, 1836, 1835 chap. 336; February 23, 1837, 1836 chap. 55.

Baltimore and Port Deposit Railroad Company: Acts of Maryland of March 5, 1832, 1831 chap. 288; March 21, 1833, 1832 chap. 304; January 30, 1834, 1833 chap. 78; April 2, 1836, 1835 chap. 327; March 9, 1837, 1836 chap. 163; January 17, 1838, 1837 chap. 4; January 20, 1838, 1837 chap. 30; March 22, 1838, 1837 chap. 270.

Philadelphia, Wilmington and Baltimore Railroad Company: Acts of Pennsylvania subsequent to consolidation, February 27, 1838 (P. L. p. 39), April 16, 1838 (P. L. p. 462), March 16, 1839 (P. L. p. 100), April 12, 1851 (P. L. p. 707), March 29, 1855 (P. L. p. 142), April 27 1855 (P. L. p. 349).

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Acts of Delaware of January 28, 1839 (vol. 9, p. 205), February 12, 1839 (vol. 9, p. 241), February 14, 1839 (vol. 9, p. 243), February 21, 1843 (vol. 9, p. 517), February 22, 1843 (vol. 9, p. 521), February 12, 1845 (vol. 10, p. 42), January 30, 1847 (vol. 10, p. 121), February 4, 1847 (vol. 10, p. 137), February 23, 1849 (vol. 10, p. 196), February 28, 1853 (vol. 11, p. 81), February 26, 1855 (vol. 11, p. 264), February 10, 1859 (vol. 11, p. 791), February 25, 1859 (vol. 11, p. 759), March 11, 1863 (vol. 12, p. 309), February 23, 1869 (vol. 13, p. 652), March 2, 1871 (vol. 14, p. 125), March 3, 1871 (vol. 14, p. 139), March 25, 1872 (vol. 14, p. 339), April 11, 1873 (vol. 14, p. 338), February 22, 1877 (vol. 15, p. 514), February 10, 1881 (vol. 16, p. 670), March 8, 1887 (vol. 15, p. 541), February 27, 1883 (vol. 17, p. 299), February 27, 1883 (vol. 17, p. 302), February 4, 1885 (vol. 17, p. 804).

Acts of Maryland of January 28, 1839, 1838 chap. 126; March 10, 1842, 1841 chap. 307; April 14, 1853, 1852 chap. 138; May 30, 1853, 1853 chap. 411; March 9, 1864, 1864 chap. 211; March 9, 1864, 1864 chap. 335; March 28, 1868, 1868 chap. 233.

Southwark Railroad Company: Acts of Pennsylvania of April 2, 1831 (P. L. p. 360), April 14, 1835 (P. L. p. 274), April 15, 1835 (P. L. p. 341), April 5, 1849 (P. L. p. 389), April 9, 1867 (P. L. p. 984).

New Castle and Frenchtown Turnpike and Railroad Company: Acts of Delaware of February 7, 1829 (vol. 7, p. 313), February 7, 1829 (vol. 7, p. 319), January 26, 1831 (vol. 8, p. 57), February 9, 1832 (vol. 8, p. 175), January 22, 1833 (vol. 8, p. 207), February 16, 1841 (vol. 9, p. 376), February 21, 1843 (vol. 9, p. 515), February 24, 1847 (vol. 10, p. 206), February 7, 1849 (vol. 10, p. 287), February 23, 1849 (vol. 10, p. 354), February 7, 1852 (vol. 10, p. 652), March 4, 1857 (vol. 11, p. 521), March 19, 1863 (vol. 12, p. 339), March 21, 1867 (vol. 13, p. 218), March 24, 1875 (vol. 15, p. 177), February 22, 1877 (vol. 15, p. 514).

Acts of Maryland of 1809, chap. 64; March 14, 1828, 1827 chap. 207; March 14, 1829, 1828 chap. 198; February 9, 1830, 1829 chap. 64; February 7, 1842, 1841 chap. 265; February 28, 1850, 1849 chap. 249; March 10, 1856, 1856 chap. 249.

New Castle and Wilmington Railroad Company: Acts of Delaware of February 19, 1839 (vol. 9, p. 276), February 2, 1847 (vol. 10, p. 131), January 16, 1852 (vol. 10, p. 662), February 26, 1852 (vol. 10, p. 705), February 22, 1877 (vol. 15, p. 514).

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts	233 South Fourth street, Philadelphia	January 12, 1891.
Jacob Tome	Port Deposit, Md.	do.
William Sellers	1600 Hamilton street, Philadelphia	do.
Christian Febiger	Wilmington, Del.	do.
Frank Thomson	233 South Fourth street, Philadelphia	do.
John P. Green	233 South Fourth street, Philadelphia	do.
J. N. DuBarry	233 South Fourth street, Philadelphia	do.
Henry D. Welsh	Wissahickon Heights, Chestnut Hill, Phila.	do.
B. B. Comegys	Philadelphia National Bank, Philadelphia	do.
Wistar Morris	209 South Third street, Philadelphia	do.
Benjamin F. Newcomer	15 16 Spear's Wharf, Baltimore, Md.	do.
Edward Lloyd	Tum's Mills, Talbot county, Md.	do.
Skipwith Wilmer	207 North Calvert street, Baltimore, Md.	do.
E. T. Warner	Wilmington, Del.	do.
German H. Hunt	233 East German street, Baltimore, Md.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George B. Roberts	233 S. Fourth street, Philadelphia.
Vice President	Frank Thomson	233 S. Fourth street, Philadelphia.
Secretary	John C. Sims	233 S. Fourth street, Philadelphia.
Treasurer	Robert W. Smith	233 S. Fourth street, Philadelphia.
Chief Engineer	William H. Brown	233 S. Fourth street, Philadelphia.
General Solicitor, Attorney or Counsel	John Scott	243 S. Fourth street, Philadelphia.
Assistant General Solicitor	James A. Logan	243 S. Fourth street, Philadelphia.
Comptroller	Robert W. Downing	233 S. Fourth street, Philadelphia.
Assistant Comptroller	M. Riebenack	233 S. Fourth street, Philadelphia.
General Manager	Charles E. Pugh	233 S. Fourth street, Philadelphia.
General Superintendent of Transportation	S. M. Prevost	233 S. Fourth street, Philadelphia.
General Superintendent of Motive Power	Theo. N. Ely	Altoona, Pa.
General Passenger Agent	James R. Wood	233 S. Fourth street, Philadelphia.
Assistant General Passenger Agent	George W. Boyd	233 S. Fourth street, Philadelphia.
General Freight Agent	William H. Joyce	243 S. Fourth street, Philadelphia.
General Superintendent	H. F. Kenney	Broad Street Station, Philadelphia.
Assistant General Freight Agent	C. A. Chipley	243 S. Fourth street, Philadelphia.
General Baggage Agent	F. J. McWade	Broad Street Station, Philadelphia.
Real Estate Agent	John C. Wilson	233 S. Fourth street, Philadelphia.
Chief Conveyancer	George W. I. Ball	233 S. Fourth street, Philadelphia.
Purchasing Agent	Enoch Lewis	233 S. Fourth street, Philadelphia.
Assistant Purchasing Agent	A. W. Sumner	233 S. Fourth street, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia, Wilmington and Baltimore railroad.	Philadelphia	Baltimore, Md.	94.99	17.50
Southwark branch	Broad street, Philadelphia.	Dock street, Philadelphia.	1.71	1.71
Brandywine branch	Landlith, Del.	Augustine Mills	2.14	....
Newark and Delaware City branch	Newark, Del.	Delaware City, Del.	11.79	....
New Castle and Wilmington branch	Delaware Junction	New Castle, Del.	5.39	....
New Castle and Frenchtown branch	New Castle, Del.	Porter, Del.	6.77	....
Shellpot branch	Edgenoor, Del.	North of Newport, Del.	5.30	....
New Castle branch	Junction, New Castle branch.	Junction, Shellpot branch.	5.51	....
Delaware railroad	Junction at Porter, Del.	Delmar, Del.	83.83	....
Townsend branch	Townsend, Del.	Massey's, Md.	9.15	....
Smyrna branch	Clayton, Del.	Smyrna, Del.	1.27	....
Seaford branch	Seaford, Del.	Oak Grove, Del.	5.72	....
Queen Anne and Kent railroad	Massey's, Md.	Centreville, Md.	25.86	....
Delaware and Chesapeake railway	Clayton, Del.	Oxford, Md.	54.29	....
Delaware, Maryland and Virginia railroad.	Harrington, Del.	Rehoboth, Del.	97.62	....
	Georgetown, Del.	Franklin City, Va.		
Cambridge and Seaford railroad	Oak Grove, Del.	Cambridge, Md.	27.25	....
Philadelphia and Baltimore Central railroad.	West Philadelphia	Wawa, Pa.	16.79	16.79
	Wawa, Pa.	Octoraro Junction, Md.	45.83	36.50
	Wawa, Pa.	West Chester, Pa.	9.43	9.43
Brandywine Summit branch	Brandywine Summit, Pa.	Kaolin Works, Pa.	1.63	1.63
Chester Creek railroad	Lenni, Pa.	Lamokin, Pa.	6.69	6.69
Total mileage operated			518.96	90.25

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Delaware railroad bonds.	$99,500 00	6 per ct.,	$5,003 34
Delaware and Chesapeake railway bonds.	50,000 00	4 per ct.,	2,000 00
Peach Bottom Railroad Company, mortgage bonds,	2,700 00	5 per ct.,	.....
Peach Bottom Railroad Company, income bonds,	8,000 00	5 per ct.,	.....
Total.	$160,200 00	.....	$7,003 34

STOCKS OWNED.

NAME	Total par value.	Rate.	Income or dividend received.
Cambridge and Seaford Railroad Company.	$500,000 00	.....	.....
Delaware Railroad Company.	744,350 00	6 per ct.,	$44,184 00
Delaware and Chesapeake Railway Company.	600,000 00	.....	.....
Junction Railroad Company.	86,550 00	50 per ct.,	43,275 00
Peach Bottom Railroad Company.	12,100 00	.....	.....
Queen Anne and Kent Railroad Company.	164,750 00	.....	.....
Philadelphia and Baltimore Central Railroad Company.	2,495,450 00	.....	.....
Total.	$4,603,200 00	.....	$87,459 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment.	$14,684,784 71	Capital stock.	$11,819,350 00
Bonds of other companies owned.	173,315 97	Funded debt.	4,500,000 00
Stocks of other companies owned.	1,824,501 43	Ground rents and mortgages,	163,588 83
Lands owned.	362,914 10	Current liabilities.	1,308,763 46
Cash and current assets.	1,521,841 17	Sinking funds.	404,000 00
Other assets:		Profit and loss.	1,293,808 17
Sinking fund.	440,000 00		
Sundries.	478,162 58	Total.	$19,484,519 96
Total.	$19,484,519 96		

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company, under contract.

United States mails carried.

Sleeping cars furnished by Pullman Palace Car Company, under contract. Pennsylvania railroad and Pullman parlor and dining cars used.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company. The Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsyvlania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad Company, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver, Alexandria and Washington Railroad Company, and the Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

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SECURITY FOR FUNDED DEBT.

No mortgage on the road. All of the bonds issued have a provision that if a mortgage should at any time be placed on the road, they shall be secured under said mortgage.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	19	$53,828 02	....
General office clerks	156	142,717 19	$2 54
Station agents	189	114,390 29	1 68
Other station men	427	208,384 43	1 56
Enginemen	190	222,042 20	3 70
Firemen	194	110,116 69	1 82
Conductors	184	175,149 49	3 05
Other trainmen	515	291,687 92	1 81
Machinists	200	148,855 67	2 38
Carpenters	291	189,054 27	2 08
Other shopmen	355	191,380 78	1 73
Section foremen	123	89,509 17	2 33
Other trackmen	1,082	417,393 95	1 24
Switchmen, flagmen and watchmen	308	140,735 89	1 46
Telegraph operators and dispatchers	218	144,162 14	2 12
Employes—account floating equipment	6	3,910 75	2 09
All other employes and laborers	600	288,381 74	1 54
Total	5,057	$2,932,300 59	....
Employes in Pennsylvania: Total number of employes in Pennsylvania and total yearly compensation of employes in Pennsylvania: Cannot be determined as the train employes run from one state to other states.			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	29	11
Number iron	51	13
Number wooden	6	1
Trestles:		
Number	34	.....
Aggregate length	12,964 feet.	.....
Telegraph:		
Miles of line owned by this company	33.46	9
Miles of wire owned by this company	83.78	24
Miles of line operated by this company	512.71	97.55
Miles of wire operated by this company	1,204.68	257.26

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No mortgage bonds issued. All of the bonds outstanding are plain registered bonds. The issues due 1900 and 1910 are secured by sinking funds, for which the company appropriates annually $16,000 to the former, and $20,000 to the latter.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Uses passenger station of Pennsylvania railroad in Philadelphia, paying a proportion of the expenses of same. Uses Northern Central railway passenger station in Baltimore, payment being made by apportionment of earnings.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See Pennsylvania Railroad Company's report.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See Pennsylvania Railroad Company's report.

THE PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.
By what authority incorporated: Special acts, April 3, 1869, April 1, 1870.
Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Austin Corbin.	Philadelphia.	Second Monday in January, 1891.	
H. K. Brownback.	Downingtown, Pa.	do.	do.
John Oberholtzer.	Norristown, Pa.	do.	do.
Samuel Holman.	Chester Springs, Pa.	do.	do.
Morris Fussell.	Chester Springs, Pa.	do.	do.
Jacob Emory.	Chester Springs, Pa.	do.	do.
Joseph J. Tustin.	Chester Springs, Pa.	do.	do.
Francis Hallman.	Chester Springs, Pa.	do.	do.
Daniel Keeley.	Uwchlan, Pa.	do.	do.
Jacob Beerbrower.	Uwchlan, Pa.	do.	do.
Levi B. Kaler.	Phœnixville, Pa.	do.	do.
Levi Oberholtzer.	Phœnixville, Pa.	do.	do.
Horace Latshaw.	Anselma, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Philadelphia.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	James Boyd.	Norristown.
Secretary.	Howard Hancock.	Philadelphia.
Treasurer.	John Welsh.	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pickering Valley railroad.	Phœnixville.	Byers.	Philadelphia and Reading Railroad Company.	11.30	11.30

Leased to the Philadelphia and Reading Railroad Company, September 1, 1871, for twenty-nine years.

Lessee pays all expense of operating, and to this company, as rental, a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$481,379 08	Capital stock.	$95,655 00
Cash and current assets.	147 09	Funded debt.	332,300 00
Profit and loss.	454,074 69	Current liabilities.	501,850 61
		Accrued interest on funded debt not yet payable.	5,815 25
Total.	$935,620 86	Total.	$935,620 86

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	Phœnixville.	Byers.	12.70	$26,165 35

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $240.00.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	3	3
Number wooden.	4	4
Trestles:		
Number.	2	2
Aggregate length.	872 feet.	872 feet.

Gauge of track, ... 4 ft. 8½ in.

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.

By what authority incorporated: State of Pennsylvania, p. 149, P. L.

If a consolidated company, name the constituent companies: Organized as Jersey Shore, Pine Creek and Buffalo Railway Company. Name changed to Pine Creek Railway Company, by decree of court of common pleas of Tioga county, Penn'a., February 6, 1884.

Operated by the Fall Brook Coal Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt.	New York city.	January 12, 1891.
William K. Vanderbilt.	New York city.	do.
Chauncey M. Depew.	New York city.	do.
H. McK. Twombly.	New York city.	do.
George J. Magee.	Watkins, N. Y.	do.
Anton Hardt.	Wellsboro', Pa.	do.
E. G. Schieffelin.	Stokesdale, Pa.	do.
William Howell.	Antrim, Pa.	do.
J. B. Niles.	Wellsboro', Pa.	do.
John W. Bailey.	Wellsboro', Pa.	do.
Walter Sherwood.	Wellsboro', Pa.	do.
Jefferson Harrison.	Wellsboro', Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Wellsboro', Pa.

Postoffice address of operating company: Corning, N. Y.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry Sherwood,	Wellsboro', Pa.
Vice President,	George J. Magee,	Corning, N. Y.
Secretary,	E. V. W. Rossiter,	Grand Central Station, N. Y.
Treasurer,	E. V. W. Rossiter,	
Chief Engineer,	Anton Hardt,	Corning, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATIONS.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To—			
Pine Creek railway,	Stokesdale Jc., Pa.,	Newberry Jc., Pa.	Fall Brook Coal Company,	74.8	74.8

This road is operated by the Fall Brook Coal Company under contract of lease, dated December 13, 1882. The lessee paying 30% of the gross earnings as rental in full under said lease.

Lease twenty years from June 30, 1883.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,637,128 06	Capital stock,	$1,000,000 00
Cash and current assets,	2,323 37	Funded debt,	3,640,000 00
Profit and loss,	382,739 08	Current liabilities,	364,690 51
		Accrued interest on funded debt not yet payable,	17,500 00
Total,	$5,022,190 51	Total,	$5,022,190 51

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Stokesdale Junction, Pa.	Newberry Junction, Pa.	74.8	$46,791 53
Second mortgage bonds,				1,851 66

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The first mortgage bonds are guaranteed by the New York Central and Hudson River Railroad Company, the Philadelphia and Reading Railroad Company, and the Corning, Cowanesque and Antrim Railroad Company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? See report of lessee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: See report of lessee.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: See report of lessee.

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PINE CREEK RAILWAY—FALL BROOK COAL COMPANY, LESSEES AND OPERATORS.

OFFICERS OF THE FALL BROOK COAL COMPANY, OPERATORS.

TITLE.	NAME.	ADDRESS.
President	George J. Magee	Corning, N. Y.
First Vice President and Treasurer	John Lang	do.
Second Vice President and Counsel	Daniel Beach	do.
Secretary and Assistant Treasurer	John H. Lang	do.
Chief Engineer and Assistant Supt.	Robert H. Canfield	do.
Auditor	William Nicholson	do.
Traffic Manager	E. F. Kershner	do.
General Passenger and Ticket Agent	Wm. H Northrup	do.
Local Freight Agent	J. D. Lawton	do.
General Superintendent	George R. Brown	do.
Car Accountant	J. B. Terbell	do.
General Baggage Agent	John Wallace	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road contemplated.	Total mileage of road in Pennsylvania.
	From—	To—		
Pine Creek railway	Stokesdale Junction, Pa.,	Newberry, Pa.,	74.80	74.80

CONTRACTS, AGREEMENTS, ETC.

American Express Company, cars furnished and maintained by Fall Brook Coal Company; express company pay first-class rates on all merchandise and mileage proportion on one-half of receipts on money packages.

United States mail; compensation fixed by United States government, $5,838.87 per annum.

Red Line, White Line, Midland Line, Blue Line, Nickel Plate Line and Interstate Line cars furnished by each of these lines at regular mileage rates, and receive a pro rate of a fixed through rate of freight.

Merchants' Despatch Line furnish its cars at current mileage rates and a commission on all freights secured by them over the roads.

Agreement with Western Union Telegraph Company for use of telegraph line for which they allow one-half of the gross receipts.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	11	$17,850 00	
General office clerks	23	9,443 80	(mo.) $40 00
Station agents	12	5,760 00	(mo.) 40 00
Other station men	18	8,616 00	1 50
Enginemen	28	59,905 03	3 75
Firemen	30		2 10
Conductors	20	14,615 96	2 25
Other trainmen	74	27,796 75	1 75
Machinists	19	52,116 60	1 75
Carpenters	30		1 75
Other shopmen	12		1 37½
Section foremen	15	42,025 60	(mo.) 40 00
Other trackmen	108		1 25
Switchmen, flagmen and watchmen	9	3,862 70	1 80
Telegraph operators and dispatchers	25	8,600 00	(mo.) 40 00
Total	434	$230,082 87	
Distribution of above:			
General administration	54	$27,205 80	
Maintenance of way and structures	184	74,142 20	
Maintenance of equipment			
Conducting transportation	216	128,616 87	
Total	434	$230,082 87	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	434		
Total yearly compensation of employes in Pennsylvania		$230,082 87	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	6	6
Number iron	3	3
Number wooden	25	25
Trestles:		
Number	7	7
Aggregate length	606	606
Telegraph:		
Miles of line owned by this company	75	75
Miles of wire owned by this company	150	150
Miles of line operated by this company	75	75
Miles of wire operated by this company	150	150

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: The White Line, Red Line and Midland Line, Blue Line, Nickel Plate Line, Interstate Line, Merchants' Despatch Line.

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PITTSBURGH, BUTLER AND SHENANGO RAILROAD COMPANY.

Date of organization: February 7, 1889.

By what authority incorporated: The company was organized by the purchasers of the property and franchises of the West Penn and Shenango Connecting Railroad Company, at judicial sale on January 5, 1889, under act of May 31, 1887.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel B. Dick	Meadville, Pa.	First Monday of May, 1891.
Peter C. Hollis	Philadelphia	do. do.
Henry M. Dechert	Philadelphia	do. do.
R. V. Mapey, Jr.	Philadelphia	do. do.
R. H. C. Hill	Philadelphia	do. do.
Thomas R. Patton	Philadelphia	do. do.
A. F. Henlein	Greenville, Pa.	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 717 Walnut street, Philadelphia.

Postoffice address of operating company: The Pittsburgh, Shenango and Lake Erie Railroad Company, Greenville, Mercer county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel B. Dick	Meadville, Pa.
Secretary and Treasurer	Bernard Gilpin	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, Butler and Shenango Railroad Company.	Butler, Pa.	Coalville Junction, Pa.	Pittsburgh, Shenango and Lake Erie Railroad Company.	19.90	19.90

The Pittsburgh, Butler and Shenango Railroad Company is operated by the Pittsburgh, Shenango and Lake Erie Railroad Company. The operating company furnishes rolling stock, etc., and pays over the net earnings to the Pittsburgh, Butler and Shenango Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$533,516 50	Capital stock	$500,000 00
Lands owned	3,570 00	Current liabilities	25,000 00
Cash and current assets	16,518 97	Profit and loss	28,605 47
Total	$553,605 47	Total	$553,605 47

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	2	$300 00	.....
Total,	2	$300 00	$0 82
Distribution of above:			
General administration,	...	$300 00	$0 82
Total,	...	$300 00	$0 82

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	9	9
Trestles:		
Number,	5	5
Aggregate length,	1,394 feet.	1,394 feet.
Telegraph:		
Miles of line owned by this company,	19.90	19.90
Miles of wire owned by this company,	19.90	19.90
Miles of line operated by P., S. & L. E. R. R. Co.,	19.90	19.90
Miles of wire operated by P., S. & L. E. R. R. Co.,	19.90	19.90

Gauge of track, 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Real estate for freight station at Butler, Pa., owned by George Reiber.

PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 17, 1871.

By what authority incorporated: Charter from State of Pennsylvania, and two supplements thereto; all special acts.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
James M. Bailey,	Pittsburgh.	James R. Redman,	101 N. ave., Allegheny.
Jacob Gelb,	Pittsburgh.	Chas. Zugsmith, Jr.,	Pittsburgh. [City
W. H. Brunt,	Castle Shannon, Pa.	L. S. McKallip,	Pittsburgh.
H. Dana Rolfe,	Homestead, Pa.	Thos. Mellon,	Pittsburgh.
P. F. Schuchman,	S. S., Pittsburgh.	J. M. Conroy,	Allegheny City.

Date of last meeting of stockholders for election of directors: February 18, 1890.

Postoffice address of general office: Pittsburgh.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Walter Chess	116 Water street, Pittsburgh.
Vice President	James M. Bailey	Pittsburgh.
Secretary and Treasurer	E. J. Renner	Pittsburgh.
Chief Engineer	Samuel Diescher	Pittsburgh.
General Solicitor, Attorney or Counsel	S. Schoyer, Jr.	Pittsburgh.
General Ticket Agent	J. Ulrich	Pittsburgh.
General Freight Agent	E. F. Scott	Pittsburgh.
Superintendent	John Jahn	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Castle Shannon Railroad Company.	Pittsburgh	Arlington	6.50	6.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$289,998 95	Capital stock	$481,400 00
Cost of equipment	25,613 43	Funded debt	182,500 00
Lands owned	18,239 01	Current liabilities	13,242 51
Coal lands	34,661 75	Accrued interest on funded debt not yet payable	4,462 50
Live stock	1,933 00		
Cash and current assets	24,463 67		
Other assets	260 00	Total	$681,601 01
Profit and loss	286,435 20		
Total	$681,605 01		

IMPORTANT CHANGES DURING THE YEAR.

Combined passenger and freight inclined plane, when completed, will cost about $156,000.00, extending from Carson street, Pittsburgh, to Bailey avenue; length, 1,375 feet; elevation, 451 above Carson street. To connect with railroad by incline No. 2, which will be a cable road running in a direct line from Bailey avenue to Washington avenue, a distance of 2,112 feet, with a fall of 176 feet, where it connects with railroad. Will cost about $60,000.00. Bonds to amount of $82,500.00 were sold during the year to continue work on plane and pay off $50,000.00 of bonds due April 1, 1890.

CONTRACTS, AGREEMENTS, ETC.

Received for transportation of mails, $258.60, for carrying five small pouches daily between Pittsburgh and Castle Shannon.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds. Also on inclined planes.	Pittsburgh	Arlington	6.50	$30,770 00	All.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	1	$1,200 00	.....
	1	900 00	.....
General office clerks,	1	420 00	.....
	1	960 00	.....
Station agents, each,	2	600 00	.....
Enginemen,	5	.....	$2 00
Firemen,	2	.....	1 65
Conductors,	2	.....	2 20
Other trainmen,	3	.....	1 65
Carpenters,	2	.....	2 50
Other shopmen,	1	.....	1 65
Section foremen,	1	.....	1 35
Other trackmen,	5	.....	1 25
Switchmen, flagmen and watchmen,	1	.....	1 65
All other employes and laborers,	28	.....	1 50
	50	13,923 00	.....
Total,	106	$18,003 00	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Trestles:		
Number,	4	.....
Aggregate length of bridges and trestles,	1,530 feet.	.....
Tunnels:		
Number,	1	.....
Aggregate length of all tunnels,	1,700	.....
Telephone:		
Miles of line owned by this company,	6	.....

Gauge of track, ... 40 inches.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None yet.

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PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization : October, 1881.
By what authority incorporated : Act of assembly approved April 4, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. E. Schwartz,	Pittsburgh,	January, 1891.
Jacob Henricl,	Economy, Pa.,	do.
Jonathan Lenz,	Economy, Pa.,	do.
Henry Hice,	Beaver, Pa.,	do.
Jacob Reeves,	Beaver Falls, Pa.,	do.
H. M. Love,	Pittsburgh,	do.
B. F. Wilson,	Pittsburgh,	do.
Edward Gregg,	Pittsburgh,	do.
E. H. Stowe,	Pittsburgh,	do.
O. P. Scaife,	Pittsburgh,	do.
Jno. G. MacConnell,	Pittsburgh,	do.
Wm. A. Robinson,	Pittsburgh,	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. E. Schwartz,	Pittsburgh.
Secretary,	R. T. Hill,	do.
Treasurer,	R. T. Hill,	do.
Chief Engineer,	Geo. S. Davison,	do.
General Solicitor, Attorney or Counsel,	Jno. G. MacConnell,	do.
Superintendent,	Geo. S. Davison,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh, Chartiers and Youghiogheny railway.	Chartiers,	Beechmont,	15.2	15.2

STOCKS OWNED.

NAME.	Total par value.	Income or dividend received.
Phoenix Ferry Company,	$1,000 00	None.

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$941,907 48	Capital stock	$593,000 00
Cost of equipment	228,838 34	Funded debt	627,000 00
Stocks of other companies owned	1,000 00	Current liabilities	142,863 43
Cash and current assets	33,559 16	Accrued interest on funded debt not yet payable	12,960 00
Profit and loss	171,118 45		
Total	$1,376,423 43	Total	$1,376,423 43

CONTRACTS, AGREEMENTS, ETC.

This company pays the Pittsburgh, Cincinnati and St. Louis Railway Company, for use of 2.36 miles of track on the Chartiers division of that railway, a fixed annual rental of $2,973.60, the same being one-half the interest, at seven per centum per annum, upon the estimated value of said portion of said railway, which value is fixed at $36,000.00 per mile. In addition to the fixed annual rental, this company pays to the Pittsburgh, Cincinnati and St. Louis Railway Company, for use of said track, a proportionate cost of all expenses of running, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			What equipment mortgaged.
	From—	To—	Miles.	
First mortgage	Chartiers	Beechmont	21.7	All.
Second mortgage	Chartiers	Beechmont	21.7	All.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$2,350 00	
General office clerks	3	2,600 00	$7 35
Station agents	4	2,064 82	6 00
Enginemen	8	5,619 52	17 95
Firemen	10		
Conductors	7	4,049 02	12 94
Other trainmen	27	6,820 11	21 79
Machinists	2	585 00	1 87
Carpenters	3	579 96	1 85
Other shopmen	29	13,218 24	42 23
Section foremen	4	2,400 00	7 67
Other trackmen	34	9,620 00	30 73
Switchmen, flagmen and watchmen	4	1,747 20	5 58
Telegraph operators and dispatchers	5	2,354 64	7 53
Total	142	$55,708 51	$164 09
Distribution of above:			
General administration	5	$4,650 00	
Maintenance of way and structures	37	12,020 00	
Maintenance of equipment	38	15,650 40	
Conducting transportation	62	21,388 11	
Total	142	$55,708 51	
Employes in Pennsylvania. All in Pennsylvania			

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	6	6
Number wooden	6	6
Trestles:		
Number	9	9
Aggregate length	5,965 feet.	5,965 feet.
Tunnels:		
Number	1	1
Maximum length	326 feet.	326 feet.
Telegraph:		
Miles of line owned by this company	16.4	16.4
Miles of wire owned by this company	22.9	22.9

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision made up to date of this report.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, CINCINNATI AND ST. LOUIS RAILWAY COMPANY.

Date of organization: May 14, 1868.

By what authority incorporated: Pan Handle railroad company, corporation of Pennsylvania, incorporated January 15, 1868, under general corporation law of Pennsylvania, by filing certificate in office of Secretary of Commonwealth. This corporation was formed by the purchasers at judicial sale of the property and franchises of the Pittsburgh and Steubenville railroad company, which was incorporated by act of general assembly of Pennsylvania, approved March 24, 1849, and was original owner of road from South Pittsburgh, Pa. to West Vaginia State line, which was sold November 6, 1867, under decree of Supreme Court of Pennsylvania. Steubenville and Indiana Railroad Company, corporation of Ohio, charter dated February 24, 1848. Amendments to charter, March 12, 1849, Ohio laws Vol. 47, p. 167, March 21, 1850, Ohio laws Vol. 48, p. 288, January 16, 1851, Ohio laws Vol. 49, p. 458. Holliday's Cove Railroad Company, corporation of West Virginia, date of charter March 30, 1860.

If a consolidated company, name the constituent companies: The above three companies consolidated by agreement executed in February and March, 1868, forming the Pittsburgh, Cincinnati and St. Louis Railway Company.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts	Philadelphia	March 17, 1891.
J. N. McCullough	Pittsburgh	do.
Thomas D. Messler	Pittsburgh	do.
James McCrea	Pittsburgh	do.
Henry D. Welsh	Philadelphia	do.
Henry H. Houston	Philadelphia	do.
Wistar Morris	Philadelphia	do.
J. N. Du Barry	Philadelphia	do.
Frank Thompson	Philadelphia	do.
William H. Barnes	Philadelphia	do.
John P. Green	Philadelphia	do.
Robert Sherrard, Jr.	Steubenville, Ohio	do.
George W. McCook	Steubenville, Ohio	do.

Date of last meeting of stockholders for election of directors: March 18, 1890.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George B. Roberts	Philadelphia.
First Vice President	J. N. McCullough	Pittsburgh.
Second Vice President	James McCrea	Pittsburgh.
Third Vice President and Comptroller	Thomas D. Messler	Pittsburgh.
Secretary	S. B. Liggett	Pittsburgh.
Treasurer	John E. Davidson	Pittsburgh.
Chief Engineer	M. J. Becker	Pittsburgh.
General Counsel	J. T. Brooks	Pittsburgh.
Assistant Counsel	J. J. Brooks	Pittsburgh.
Assistant Comptroller	J. W. Renner	Pittsburgh.
Auditor Freight Receipts	A. McElevey	Pittsburgh.
Auditor Passenger Receipts	J. P. Farley	Pittsburgh.
Auditor Disbursements	James Instan	Pittsburgh.
General Manager	Joseph Wood	Pittsburgh.
General Superintendent of Transportation	E. B. Taylor	Pittsburgh.
Purchasing Agent	William Mullins	Pittsburgh.
General Passenger Agent General Ticket Agent	E. A. Ford	Pittsburgh.
General Freight Agent	William Stewart	Pittsburgh.
General Superintendent	J. F. Miller	Columbus, O.
Division Superintendent	J. J. Turner	Pittsburgh.
Superintendent of Telepraph	E. C. Bradley	Pittsburgh.
General Baggage Agent	R. R. Bentley	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
* Pittsburgh, Cincinnati and St. Louis Railway.	Birmingham (South Pittsburgh), Pa.	Columbus, O.	189.42	33.84
Bridgeville and McDonald Branch	Bridgeville, Pa.	Rend's Mines, Pa.	6.96	6.96
New Cumberland Branch	New Cumberland Junction, W. Va.	New Cumberland, W. Va.	9.55	....
Cadiz Branch	Cadiz Junction, O.	Cadiz, O.	7.85	....
Steubenville Extension	Pittsburgh	Birmingham (South Pittsburgh), Pa.	1.23	1.23
Union Depot Tracks (Columbus, O.)	Eastern end of depot yard	High street, Columbus, Ohio.	.25	....
Chartiers Railway	Mansfield, Pa.	Washington, Pa.	22.76	22.76
Chartiers Connecting Railway	Washington, Pa., terminus of Chartiers Railway.	Washington terminus W. & W. R. R.	.72	.72

* This company owns only an undivided half of 33.02 miles of tracks between Newark, O., and Columbus, O., included above as main line.

PROPERTY OPERATED—CONTINUED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Pittsburgh, Wheeling and Kentucky Railroad.	Wheeling Junction, W. Va.,	Benwood, W. Va.,	28.04	....
Little Miami Railroad,	Columbus, O.,	Cincinnati, O.,	119.35	....
	Xenia, O.,	Springfield, O.,	19.31	....
	Xenia, O.,	Richmond, Ind.,	57.53	....
	Cincinnati Street Conn. Ry., Little Miami R. R., Cincinnati, O.	C., C. & S. L. Ry., Cincinnati, O.,	2.49	....
Total mileage operated,			465.46	65.51

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Stock of Union Depot Company, Columbus, Ohio,	$37,298 75	8 per cent.	$2,983 90
Stock of Little Miami Elevator Company,	20,000 00		
Common stock of Chicago, St. Louis and Pittsburgh Railroad Company,	48,986 99		
Preferred stock of Chicago, St. Louis and Pittsburgh Railroad Company,	584,375 00		
First preferred stock of Pittsburgh, Cincinnati and St. Louis Railroad Company,	118,170 00		
Total,	$808,830 74		$2,983 90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$21,758,861 61	Capital stock,	$8,437,200 00
Stocks of other companies owned,	808,830 74	Funded debt,	12,484,000 00
Cash and current assets,	2,222,571 74	Current liabilities,	4,327,885 41
Other assets:		Deferred liabilities,	1,059,302 18
Sundries,	218,480 38	Accrued interest on funded debt not yet payable,	246,920 83
Profit and loss,	1,546,563 95		
Total,	$26,555,308 42	Total,	$26,555,308 42

IMPORTANT CHANGES DURING THE YEAR.

Bridgeville and McDonald Branch, put in operation from Bridgeville, Pa., to Rend's Mines, Pa., 6.96 miles on August 1, 1889.

Steubenville and Indiana Railroad Company, C. & N. division bonds, amount $134,000.00. Material January 1, 1890. Of this amount $133,000.00, were redeemed and canceled. One bond of $1,000.00, not being presented for redemption, is still outstanding.

CONTRACTS, AGREEMENTS, ETC.

Express companies: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of its gross receipts from oyster traffic.

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Mails: The United States Government pays this company for transportation of mails, a fixed rate per mile of road, which rate is decided by the extent of the actual service performed, based upon the weight of mail matter carried for thirty consecutive days during each year. Additional compensation is allowed for special fast service, and also for postal car service.

Sleeping, parlor or dining car companies: The Pullman Palace Car Company, furnishes its cars for use over the lines of this company, maintaining the same and collecting from passengers from 25 cents to $2.50 each for single seat or berth, according to distance, in addition to railroad fare collected by this company. In case the cars running between Pittsburgh and Indianopolis *via* Dayton, fail to earn for the Pullman's company, an average of $7,500.00 per car per annum, this company pays the Pullman's Company three cents per car per mile, run by its cars, or so much thereof as may be necessary to increase the average gross earnings to $7,500.00 per car per annum.

Freight and transportation lines: The Star Union Line, transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates in the proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: This company receives rental for portions of its railway, yards and terminals under contracts with sundry companies, and pays for terminals, etc., under contracts with other companies.

No contracts with steamboat or steamship companies.

Telepraph companies: The Western Union Telegraph Company, is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other contracts: The Union News Company, pays this company a fixed rental for use of privileges granted over its lies.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
P., C. & St. L. Ry Co., first consolidated mortgage.	Birmingham, Pa.	Newark, O., . .	156.40		
	Undivided half Newark, O.,	Columbus, O., .	83.02		
	Cadiz Junc., O.,	Cadiz, O., ...	7.85	$32,103 10	All.
	New Cumberland Junc., W. Va.,	New Cumberland, W. Va.	9.55		
	Bridgeville, Pa.,	Rend's Mines, Pa.	6.96		
P., C. & St. L. Ry Co., second mortgage.	Bridgeville, Pa.,	Rend's Mines, Pa.	213.78	11,694 26	All.
S. & I. R. R. Co., first mortgage (extended).	Steubenville, O.,	Newark, O., . .	116.60	25,728 99	All.
S. & I. R. R. Co., C. & N. division, mortgage.	Steubenville, O.,	Newark, O., . .	116.60	6 69	. . .
	Undivided half Newark, O.,	Columbus, O., .	33.02		
Holliday's Cove R. R. Co., first mortgage.	Steubenville	bridge and ap	proaches	thereto.	

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	31	$38,085 15	.....
Superintendent	1	4,200 00	.....
Division freight agent	1	3,000 00	.....
Assistant general passenger agent	1	1,200 00	.....
General office clerks	115	102,273 71	$2 83
Station agent	77	39,670 20	1 41
Other station men	136	75,633 75	1 40
Enginemen	192	233,368 00	3 33
Firemen	200	129,950 00	1 79
Conductors	173	175,328 00	2 78
Other trainmen	573	327,618 00	1 56
Machinists	252	194,530 24	2 49
Carpenters	265	189,622 08	2 19
Other shopmen	971	472,542 58	1 97
Section foremen	59	32,150 00	1 48
Other trackmen	864	338,114 71	1 25
Switchmen, flagmen and watchmen	90	45,375 00	1 38
Telegraph operators and despatchers	128	98,156 00	2 10
All other employes and laborers	874	494,994 32	1 55
Total	5,003	$2,995,811 74	.....
Distribution of above:			
General administration	149	$148,758 86	.....
Maintenance of way and structures	1,099	479,544 49	.....
Maintenance of equipment	1,531	871,163 67	.....
Conducting transportation	2,224	1,496,344 72	.....
Total	5,003	$2,995,811 74	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	977	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$585,082 03	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	139	20
Number iron	164	40
Number wooden	53	3
Trestles:		
Number	31	.....
Aggregate length	6,649	.....
Tunnels:		
Number	12	6
Maximum length	3,274 feet.	2,394 feet.
Minimum length	286 feet.	286 feet.
Aggregate length of all tunnels	13,600 feet.	5,733 feet.
Telegraph:		
Miles of line owned by this company jointly with Western Union Telegraph Company	292.0	32.3
Miles of wire owned by this company	913.4	231.8
Miles of line operated by this company jointly with Western Union Telegraph Company	292.0	32.3
Miles of wire operated by this company	913.4	231.8
Miles of line operated by this company jointly with Western Union Telegraph Company	292.0	32.3
Miles of wire operated by Western Union Telegraph Company	1,269.3	277.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision has yet been made.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association and Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

By what authority incorporated: State of Pennsylvania. Acts of April 3, 1837, April 18, 1843, April 19, 1843, April 3, 1846, April 10, 1846, April 17, 1846, March 15, 1847, March 15, 1847, March 27, 1848, March 20, 1849, March 31, 1853, April 12, 1853, April 18, 1853, April 21, 1853, March 3, 1854, April 6, 1854, April 19, 1854, April 26, 1854, March 2, 1855, March 21, 1855, April 3, 1856, April 11, 1856, January 27, 1857, April 11, 1863, April 14, 1863, August 19, 1864, April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith.	Baltimore, Md.	First Monday in December, 1890.
Robert Garrett.	Baltimore, Md.	do. do.
Mendes Cohen.	Baltimore, Md.	do. do.
Charles Webb.	Baltimore, Md.	do. do.
Finoley H. Burns.	Baltimore, Md.	do. do.
John D. Scully.	Pittsburgh.	do. do.
C. L. Fitzhugh.	Pittsburgh.	do. do.
George A. Berry.	Pittsburgh.	do. do.
Wm. Metcalf.	Pittsburgh.	do. do.
W. J. Moorehead.	Pittsburgh.	do. do.
John W. Chalfant.	Allegheny.	do. do.
Wm. H. Koontz.	Somerset.	do. do.

Date of last meeting of stockholders for election of directors: December 3, 1889.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Orland Smith.	Baltimore, Md.
Secretary.	J. B. Washington.	Pittsburgh.
Treasurer.		
Auditor.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh and Connellsville Railroad Company.	Pittsburgh.	Mount Savage Junction, Md	Baltimore and Ohio Railroad Company.	146.7	144.4
Hickman Run Branch.	Hickman Run Junction, Pa.	Cora Mines, Pa.	Baltimore and Ohio Railroad Company.	2.1	2.1
Total.				148.8	146.5

The Pittsburgh and Connellsville Railroad Company was leased by the Baltimore and Ohio Railroad Company for a period of fifty (50) years from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company. The lessees agree at all times during the term of the lease to work, use, manage, maintain, operate and keep in public use, the Pittsburgh and Connellsville railroad, with the appurtenances, and to apply the receipts as follows: To operating and keeping in repair said road, and its property, to payment of interest on consolidated mortgage bonds. If, however, during any year the receipts are not sufficient to meet the expenses, the deficiency is to be made up from receipts of subsequent years. If the receipts exceed the expenses, the remainder is to be paid to the Pittsburgh and Connellsville Railroad Company, the lessor.

BONDS OWNED.

NAME.	Total amount held.	Rate—per ct.	Income or interest received.
102 first mortgage bonds Salisbury railroad	$102,000 00	7	$7,140 00
48 first mortgage bonds Cincinnati, Washington and Baltimore railroad	48,000 00	...	...
48 first mortgage bonds Somerset and Cambria railroad	48,000 00	...	...
27 first mortgage bonds Cincinnati, Washington and Baltimore railroad	27,000 00	...	...
152 traffic bonds Somerset and Cambria railroad	76,000 00	...	...
500 second mortgage bonds Somerset and Cambria railroad	500,000 00	...	...
500 first mortgage bonds Baltimore and Ohio Short Line railroad	450,000 00	...	...
500 first mortgage bonds Ohio and Baltimore Short Line railway	500,000 00	5	25,000 00
Total	$1,751,000 00	...	$32,140 00

STOCKS OWNED.

	Total value.
1,834 shares of common stock, Salisbury railroad	$82,036 13
222 shares preferred stock, Salisbury railroad	11,000 00
970 shares common stock, Berlin railroad	50,000 00
19,970 shares common stock, Somerset and Cambria railroad	659,203 50
2,958 shares common stock, Mount Pleasant and Broadford railroad	250,000 00
Total	$1,052,239 63

GENERAL BALANCE SHEET.

DR.			Cr.	
Cost of road		$14,777,796 80	Capital stock	$1,956,091 05
Cost of equipment		1,734,714 58	Funded debt	20,658,224 00
Bonds of other companies owned		1,751,000 00	Current liabilities	2,737,332 81
Stocks of other companies owned		1,052,239 63	Total	$25,351,647 86
Other assets:				
Sinking fund		395,792 87		
Sundries	$435 71 9,501 73			
		9,937 44		
Profit and loss		5,630,166 59		
Total		$25,351,647 86		

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile.
	From—	To—	Miles.	
First mortgage	Pittsburgh	Mount Savage Junction, Md.	146.7	$27,266 53
Consolidated mortgage	Pittsburgh	Mount Savage Junction, Md.	146.7	45,454 76
Second consolidated mortgage	Pittsburgh	Mount Savage Junction, Md.	146.7	68,166 32

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	4	$6,000 00	. . . . .
General office clerks,	19	. . . . .	$2 05
Station agents,	44	. . . . .	1 48
Other station men,	93	. . . . .	1 43
Enginemen,	112	. . . . .	3 45
Firemen,	127	. . . . .	1 87
Conductors,	96	. . . . .	2 05
Other trainmen,	327	. . . . .	1 76
Machinists,	71	. . . . .	2 10
Carpenters,	115	. . . . .	2 00
Other shopmen,	517	. . . . .	1 48
Section foremen,	43	. . . . .	1 57
Other trackmen,	411	. . . . .	1 20
Switchmen, flagmen, and watchmen,	25	. . . . .	1 16
Telegraph operators and dispatchers,	54	. . . . .	1 70
Employes—account floating equipment,	112	. . . . .	1 50
All other employes and laborers,	161	. . . . .	1 88
Total,	2,331	. . . . .	. . . . .
Distribution of above:			
General administration,	23	. . . . .	. . . . .
Maintenance of way and structures,	646	. . . . .	. . . . .
Maintenance of equipment,	655	. . . . .	. . . . .
Conducting transportation,	1,007	. . . . .	. . . . .
Total,	2,331	. . . . .	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	4	4
Number iron,	60	60
Number wooden,	7	7
Trestles:		
Aggregate length,	920 feet.	920 feet.
Tunnels:		
Number,	4	4
Maximum length,	4,775 feet.	4,775 feet.
Minimum length,	118 feet.	118 feet.
Aggregate length of all tunnels,	7,848 feet.	7,848 feet.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad Company, chartered in Ohio, February 24, 1848, in Pennsylvania, April 11, 1848; Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850, in Indiana, January 15, 1851; Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852, in Illinois, February 5, 1853.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Louis H. Meyer.	New York city.	Annual election, 1893.
Charles Lanier.	New York city.	Annual election, 1892.
Henry Amy.	New York city.	Annual election, 1892.
W. C. Egleston.	New York city.	Annual election, 1892.
George B. Roberts.	Philadelphia.	Annual election, 1891.
John N. Hutchinson.	Philadelphia.	Annual election, 1894.
J. N. McCullough.	Pittsburgh.	Annual election, 1892.
Charles E. Speer.	Pittsburgh.	Annual election, 1893.
John Sherman.	Mansfield, Ohio.	Annual election, 1891.
L. B. Harrison.	Cincinnati, Ohio.	Annual election, 1891.
William Hooper.	Cincinnati, Ohio.	Annual election, 1894.
E. P. Williams.	Fort Wayne, Indiana.	Annual election 1893.
Levi Z. Leiter.	Chicago, Illinois.	Annual election, 1894.

Date of last meeting of stockholders for election of directors: May 21, 1890.

Postoffice address of general office: Pittsburgh, Pa., Lock box 340.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Louis H. Meyer.	31 Nassau street, New York city.
Secretary and Treasurer.	John J. Haley.	Penn avenue and Tenth street, Pittsburgh, Pa. (Lock box 340).
General Solicitor, Att'y or Counsel.	Charles W. Cass.	40 Wall street, New York city.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, Fort Wayne and Chicago railway.	Pittsburgh.	Chicago, Ill.	Pennsylvania Railroad Company.	470	48.8

The company leased all its road and property to the Pennsylvania Railroad Company, for a term of 999 years, from July 1, 1869, at a rental equivalent to interest on its bonds, $104,100.00 per annum to sinking fund (being 1 per cent. of debt), 7 per cent. dividend on all stock, and a sum sufficient to maintain the organization of the company. The lessee to keep the road in repair, pay taxes, expenses, etc.

Guaranteed special stock is issued in payment for betterments to the railway under article sixteen of the lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment	$43,664,921 15	Capital stock	$32,090 785 71
Miscellaneous securities	388,592 74	Funded debt	12,410,000 00
Cash and current assets	765,228 75	Current liabilities	693,943 41
Materials and supplies transferred to lessee company, July 1, 1869	468,724 84	Accrued interest on funded debt not yet payable	80,725 00
Other assets:		Unsurrendered bonds	1,100,000 00
Sinking fund	6,512,290 71	Profit and loss	6,547,368 46
Sundries	3,124 39		
Pennsylvania Railroad Company, lessee—bonds paid under article second of lease—not yet surrendered to this company	1,100,000 00	Total	$52,902,822 58
Total	$52,902,822 58		

IMPORTANT CHANGES DURING THE YEAR.

Three hundred and fifty-four thousand four hundred and sixty-four dollars and fifty-one cents guaranteed special stock issued to the Pennsylvania Railroad Company, lessee, in payment for betterments.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Pittsburgh	Chicago, Ill.	470	$11,170 21
Second mortgage				10,978 72
Third mortgage				4,255 32
Total				$26,404 25

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	$6,055 00	.....
General office clerk	1	720 00	$2 00
Total	...	$6,775 00	.....
Distribution of above:			
General administration	...	$6,775 00	.....
Total	...	$6,775 00	.....

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PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY—PENNSYLVANIA COMPANY, OPERATING.

See lessor company's report.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George B. Roberts	Philadelphia.
First Vice President	J. N. McCullough	Pittsburgh.
Second Vice President	James McCrea	Pittsburgh.
Third Vice President	Thomas D. Messler	Pittsburgh.
Secretary	S. B. Liggett	Pittsburgh.
Treasurer	John E. Davidson	Pittsburgh.
Chief Engineer	Thos. Rodd	Pittsburgh.
General Counsel	J. T. Brooks	Pittsburgh.
Comptroller	Thomas D. Messler	Pittsburgh.
Assistant Comptroller	John W. Renner	Pittsburgh.
Auditor Passenger Receipts	James P. Farley	Pittsburgh.
Auditor Freight Receipts	A. McElevny	Pittsburgh.
Auditor Disbursements	James Instan	Pittsburgh.
General Manager	Joseph Wood	Pittsburgh.
General Superintendent of Transportation	E. B. Taylor	Pittsburgh.
General Passenger Agent	E. A. Ford	Pittsburgh.
General Ticket Agent		
General Freight Agent	William Stewart	Pittsburgh.
General Superintendent	Charles Watts	Pittsburgh.
East Division Superintendent	A. B. Starr	Pittsburgh.
West Division Superintendent	C. D. Law	Fort Wayne, Ind.
Superintendent of Telepraph	E. C. Bradley	Pittsburgh.
General Baggage Agent	R. R. Bentley	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Pittsburgh, Fort Wayne and Chicago railway.	Pittsburgh	Chicago, Ills.	468.32	48.74
Cummings branch, Pittsburgh, Fort Wayne and Chicago railroad.	South Chicago, Ills.	Cummings, Ills.	1.57	....
Total mileage operated			469.89	48.74

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

Sleeping, Parlor or Dining Car Companies: The Pullman's Palace Car Company furnishes its own cars for use over the lines of this company, maintaining the same, and collecting from passengers 25 cents to $2.50 each for single berth or seat, according to distance, in addition to the regular railroad fare collected by this company.

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In case the cars running between Pittsburgh and Toledo fail to earn for the Pullman's company an average of $7,500.00 per car per annum, this company pays the Pullman's company 3 cents per car per mile run by its cars, or so much thereof as may be necessary to increase the average gross earnings to $7,500.00 per car per annum.

Star Union Line: Transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of their cars.

Telegraph Company: The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	32	$54,826 04	.....
Superintendents	2	8,400 00	.....
A. G. P. agents	1	2,700 00	.....
D. F. agents	1	2,700 00	.....
General office clerks	126	101,003 50	$2 05
Station agents	131	114,183 04	2 78
Other station men	997	533,706 89	1 71
Enginemen	336	404,547 30	3 84
Firemen	368	236,662 52	2 05
Conductors	309	304,067 09	3 16
Other trainmen	797	536,268 87	2 15
Machinists	227	182,999 26	2 59
Carpenters	549	338,228 15	1 96
Other shopmen	1,766	913,765 63	1 65
Section foremen	138	78,450 69	1 82
Other trackmen	1,400	544,445 94	1 15
Switchmen, flagmen and watchmen	271	131,244 16	1 55
Telegraph operators and dispatchers	235	144,689 42	1 98
All other employes and laborers	699	421,483 37	2 10
Total	8,445	$5,054,371 87	.....
Distribution of above:			
General administration	162	$169,629 54	.....
Maintenance of way and structures	1,598	622,896 63	.....
Maintenance of equipment	2,512	1,434,993 04	.....
Conducting transportation	4,143	2,826,852 66	.....
Total	8,445	$5,054,371 87	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	876	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$523,509 52	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	62	26
Number iron	161	16
Number wooden	108	4
Number combination	1	.....
Trestles:		
Number	52	.....
Aggregate length	3,659	.....
Telegraph:		
Miles of wire owned by this company	2,045.8	388.8
Miles of wire operated by this company	2,045.8	388.8
Miles of line owned and operated by this company jointly with Western Union Telegraph Company	882.7	44.7
Miles of wire operated by Western Union Telegraph Company	5,950.4	635.1

Gauge of track, ... 4 ft. 9 in.

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QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Despatch, Anchor Line.

PITTSBURGH JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

By what authority incorporated: A consolidated company formed by merger of two companies; organized under act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburgh Junction Railroad Company consolidated with Pittsburgh Local Railroad Company December 21, 1881. Latter company incorporated in September, 1880, and former in August, 1881.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John W. Chalfant	Allegheny	One year from election.	
C. B. Herron	Allegheny	do.	do.
H. W. Oliver	Allegheny	do.	do.
Jacob Painter, Jr.	Pittsburgh	do.	do.
Reuben Miller	Pittsburgh	do.	do.
Wm. Metcalf	Pittsburgh	do.	do.
W. L. Vankirk	Pittsburgh	do.	do.
Wm. Vankirk	Pittsburgh	do.	do.
A. E. W. Painter	Pittsburgh	do.	do.
C. L. Fitzhugh	Pittsburgh	do.	do.
Chas. F. Mayer	Baltimore, Md.	do.	do.
Wm. F. Frick	Baltimore, Md.	do.	do.

Date of last meeting of stockholders for election of directors: March 20, 1890.

Postoffice address of general office: Room 22, Germania Bank Building, Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thos. M. King	Pittsburgh, Pa.
Vice President	Wm. Vankirk	do.
Secretary	J. A. Smith	do.
Treasurer	Ross W. Drum	do.
Engineer of Way	F. J. Dixon	do.
General Solicitor, Attorney or Counsel	Johns McCleave	do.
Auditor	J. A. Smith	do.
Superintendent	Robert Finney, Jr.	do.

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line.	Laughlin's, B. & O. R. R.	Willow Grove, P. & W. Railway.	4.47	4.47
River line.	9th to 16th street, and	20th to 43d streets, Allegheny river.	2.08	2.08
Total mileage operated.	. . . . .	. . . . .	6.55	6.55

NOTE.—Part between Sixteenth and Twentieth streets not yet laid.

STOCKS OWNED.

Pittsburgh Junction Terminal Company, total value, ... $200,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$3,115,665 39	Capital stock.	$1,440,000 00
Cost of equipment.	18,334 81	Funded debt.	1,440,000 00
Stocks of other companies owned. . .	200,000 00	Current liabilities.	383,806 09
		Profit and loss.	70,194 11
Total.	$3,334,000 20	Total.	$3,334,000 20

CONTRACTS, AGREEMENTS, ETC.

Agreement between Baltimore and Ohio railroad, Pittsburgh and Western railroad, and Pittsburgh Junction railroad, for interchange of freight and passenger business over Pittsburgh Junction railroad, and to and from same, and setting rate to be paid Pittsburgh Junction railroad for each loaded car and each passenger hauled. April 27, 1882.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds.	Laughlins. . . .	Willow Grove. .	4.47	$219,847 39	Three locomotives.
	River Branch. .	. . . . .	2.08		
			6.55		

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	7	$9,750 00	. . . . .
Station agents,	1	1,200 00	$3 85
Other station men,	6	4,076 31	2 18
Enginemen,	3	2,712 19	2 90
Firemen	3	1,497 60	1 60
Conductors,	3	2,480 40	2 65
Other trainmen,	8	4,877 60	1 95
Carpenters,	5	3,510 57	2 25
Section foremen,	2	1,097 45	1 75
Other trackmen,	12	4,918 75	1 31
Switchmen, flagmen and watchmen,	6	2,668 95	1 42
Telegraph operators and dispatchers,	1	360 00	1 15
Employes—account floating equipment,	1	720 00	2 31
All other employes and laborers,	10	4,555 65	1 46
Total,	68	$44,425 47	$2 08
Distribution of above:			
General administration,	10	$10,030 45	$3 22
Maintenance of way and structures,	27	13,208 02	1 57
Conducting transportation,	31	21,187 00	2 19
Total,	68	$44,425 47	$2 09
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	68	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . .	$44,425 47	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	8	. . . . .
Number iron,	4	. . . . .
Number wooden,	7	. . . . .
Length of bridges,	1,645	. . . . .
Trestles:		
Number wood,	28	. . . . .
Aggregate length,	16,387 feet.	. . . . .
Number iron,	1	. . . . .
Aggregate length,	1,796 feet.	. . . . .
Aggregate length of all trestles,	18,183 feet.	. . . . .
Tunnels:		
Number,	1	. . . . .
Aggregate length of all tunnels,	2,872	. . . . .
Telegraph:		
Miles of line operated by B. & O. R. R.,	4.42	. . . . .

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Tract of land at Thirty-sixth street, Pittsburgh, belonging to Pittsburgh Junction Terminal Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.

By what authority incorporated: State of Pennsylvania and State of Ohio.

If a consolidated company, name the constituent companies: Pittsburgh and Lake Erie Railroad Company, and Youngstown and Pittsburgh Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt	New York	January 28, 1891.
W. K. Vanderbilt	New York	do.
F. W. Vanderbilt	New York	do.
H. McK. Twombly	New York	do.
E. D. Worcester	New York	do.
John Newell	Chicago, Ill.	do.
Henry Hice	Beaver, Pa.	do.
M. W. Watson	Pittsburgh	do.
James I. Bennett	Pittsburgh	do.
Jas. M. Bailey	Pittsburgh	do.
J. H. Reed	Pittsburgh	do.
J. M. Schoonmaker	Pittsburgh	do.
D. Leet Wilson	Pittsburgh	do.

Date of last meeting of stockholders for election of directors: January 28, 1890.

Postoffice address of general office: 77 Fourth avenue, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John Newell	Pittsburgh.
Secretary, Treasurer	John G. Robinson	do.
Assistant Engineer	J. W. Kelly	do.
General Solicitor, Attorney or Counsel	Knox & Reed	do.
Auditor	C. H. Bronson	do.
General Manager	John Newell	do.
General Passenger and Ticket Agent	A. E. Clark	do.
General Freight Agent	F. A. Dean	do.
General Superintendent	G. M. Beach	do.
Superintendent of Telegraph	J. B. Yohe	do.
General Baggage Agent	A. E. Clark	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Lake Erie	Pittsburgh	Youngstown, O.	68.00	59.75
New Castle Branch	New Castle Junction	New Castle, Pa.	2.93	2.93
Pittsburgh, McKeesport and Youghiogheny	Pittsburgh	New Haven, Pa.	64.79	64.79
McKeesport and Belle Vernon	Reynoldton, Pa.	Belle Vernon, Pa.	28.00	28.00
Total mileage operated			163.72	155.47

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Statement of contracts of the Pittsburgh and Lake Erie Railroad Company:

Agreement between the Atlantic and Great Western Railroad Company, Pittsburgh and Lake Erie Railroad Company and the Cleveland and Mahoning Valley, Railway Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahonings Valley roads to the Pittsburgh and Lake Erie Railroad Company. Said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also for traffic arrangements between the companies.

Contract between the Pittsburgh and Lake Erie Railroad Company, the Youngstown and Pittsburgh Railroad Company and the Lake Shore and Michigan Southern Railway Company, dated October 20, 1887, provided for traffic arrangements between the said railroad companies.

Articles of merger between the Youngstown and Pittsburgh Railroad Company, and the Pittsburgh and Lake Erie Railroad Company, dated January 5, 1878.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh and Lake Erie Railroad Company, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny railroad.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh and Lake Erie Railroad Company, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny railroad in the interests of the said two companies.

Agreement between the Pennsylvania Railroad Company and the Pittsburgh and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company, of the Pittsburgh and Lake Erie Railroad Company in said region.

Agreement between the Pittsburgh and Lake Erie and the Pittsburgh, Chartiers and Youghiogheny Railroad Companies, dated July 14, 1882, relating to track connections and trains between the said companies.

Agreement between the Pittsburgh and Lake Erie, and Pittsburgh, Chartiers and Youghiogheny Railroad Companies, dated September 4, 1883, relating to the joint operation of connecting tracks.

Agreement between the Pittsburgh and Lake Erie and the Montour Railroad Companies, dated January 8, 1887, relating to track connections, and containing a license to the Montour company, to run certain trains over the tracks of the Pittsburgh and Lake Erie Company, to tipple erected upon the Ohio river for the purpose of shipping coal.

Agreement between the Pittsburgh and Lake Erie and the Monongahela Connecting Railroad Companies, relating to traffic connections between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company, for the transportation of cars over a certain portion of their line.

Agreement between the New York, Lake Erie and Western and the Pittsburgh and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at New Castle, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$5,947,468 99	Capital stock	$3,075,000 00
Cost of equipment	2,151,518 14	Funded debt	3,000,000 00
Cash and current assets	642,266 82	Current liabilities	1,182,396 88
		Real estate mortgages	271,622 85
Total	$8,741,253 95	Profit and loss	1,212,234 22
		Total	$8,741,253 95

IMPORTANT CHANGES DURING THE YEAR.

Real estate mortgages have decreased $42,958.46, by payment of same in cash.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, $45.00 per day.

The United States Postoffice Department fixes a rate per mile per annum, regulated by weight, and paid quarterly.

Wagner Palace Car Company and Pullman Palace Car Company, mileage paid at two cents per mile.

May 1, 1884, Western Union Telegraph Company, to furnish poles, wires, insulators, etc. The railroad company to set poles and to collect charges for telegraph company on commercial business.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	13	$40,100 30	.....
General office clerks	54	38,560 80	$1 95
Station agents	64	39,260 00	1 68
Other station men	186	112,826 67	1 66
Enginemen	125	120,924 70	2 65
Firemen	126	70,127 50	1 53
Conductors	91	88,938 90	2 68
Other trainmen	263	180,129 50	1 87
Machinists	39	27,988 85	2 30
Carpenters	76	43,716 55	1 84
Other shopmen	121	74,858 75	1 98
Section foremen	50	30,745 00	1 97
Other trackmen	575	224,968 55	1 25
Switchmen, flagmen and watchmen	14	14,273 40	2 77
Telegraph operators and dispatchers	56	34,100 90	1 67
All other employes and laborers	1,297	581,021 89	1 43
Total	3,150	$1,722,542 26	.....
Distribution of above:			
General administration	67	$78,661 10	.....
Maintenance of way and structures	1,972	750,743 14	.....
Maintenance of equipment	431	229,611 90	.....
Conducting transportation	680	663,527 12	.....
Total	3,150	$1,722,542 26	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	3,063	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$1,661,143 61	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	19	19
Trestles:		
Number	3	3
Aggregate length	2,850	2,850
Tunnels:		
Number	1	60
Maximum length	60 feet.	60
Minimum length	60 feet.	60
Telegraph:		
Miles of line operated by this company	71	62.75
Miles of wire operated by this company	210	185.25

Gauge of track, ... 4 ft. 8½ in.

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QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH AND MANSFIELD RAILROAD COMPANY.

Date of organization: August 6, 1889.

By what authority incorporated: Under general law, act of 4th April, 1868, and the supplements thereto.

Letters-patent issued by the Governor, the 5th day of August, A. D. 1889.

Road is not in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas P. Roberts,	Allegheny City, Pa.,	6th August 1891.
James J. Brown,	Mansfield Valley, Pa.,	do.
Mansfield B. Brown,	Mansfield Valley, Pa.,	do.
Robert Christy,	Mansfield Valley, Pa.,	do.
Robert J. Hardy,	Mansfield Valley, Pa.,	do.
Richard A. Roberts,	Mansfield Valley, Pa.,	do.
Robert H. Brown,		do.

Date of last meeting of stockholders for election of directors: 6th August, 1889.

Postoffice address of general office: Mansfield Valley, Allegheny county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert H. Brown.	
Secretary,	James J. Brown,	Mansfield Valley Pa.
Treasurer,	Robert Christy,	Mansfield Valley Pa.
Chief Engineer,	Thomas P. Roberts,	Allegheny City, Pa.

PROPERTY TO BE OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Pittsburgh and Mansfield Railroad Company.	Pittsburgh,	Mansfield,	5	5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$2,520 00	Capital stock	$25,200 00

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: August 4, 1881.
By what authority incorporated: Pennsylvania.
Operated by Pittsburgh and Lake Erie Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt	New York, N. Y.	January 28, 1891.
W. K. Vanderbilt	New York, N. Y.	do.
H. McK. Twombly	New York, N. Y.	do.
James Tillinghast	New York, N. Y.	do.
John Newell	Chicago, Ills.	do.
J. H. Reed	Pittsburgh	do.
J. M. Bailey	Pittsburgh	do.
James I. Bennett	Pittsburgh	do.
M. W. Watson	Pittsburgh	do.
Henry Hice	Beaver, Pa.	do.

Date of last meeting of stockholders for election of directors: January 28, 1890.
Postoffice address of general office: 77 Fourth avenue, Pittsburgh.
Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. H. Reed	Pittsburgh.
Secretary	John G. Robinson	do.
Treasurer	John G. Robinson	do.
Auditor	C. H. Bronson	do.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, McKeesport and Youghiogheny.	Pittsburgh, Pa.	New Haven.	Pittsburgh and Lake Erie.	64.79	64.79

1. Agreement made July 8, 1884, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies and William H. Vanderbilt, providing for an increase of the bonds and stock of the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

2. Agreement between the Baltimore and Ohio, the Pittsburgh and Connellsville and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and for a lease of a branch line by the Pittsburgh and Connellsville Railroad Company to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

3. Lease of the West Youghiogheny branch of the Pittsburgh and Connellsville railroad to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which, as parties, are the Baltimore and Ohio, and the Pittsburgh and Connellsville and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies.

4. Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company, and the H. C. Frick Coke Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern railroad line to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

5. Lease of the Pittsburgh, McKeesport and Youghiogheny railroad to the Pittsburgh and Lake Erie Railroad Company, dated January 1, 1884.

6. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies and the Pittsburgh, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny railroad.

7. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny railroad in the interest of the two said companies.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$6,026,603 21	Capital stock	$3,259,650 00
Cost of equipment	383,046 79	Funded debt	3,150,000 00
Other permanent investments	19,834 72	Current liabilities, advances Pittsburgh and Lake Erie railroad	19,834 72
Total	$6,429,484 72	Total	$6,429,484 72

CONTRACTS, AGREEMENTS, ETC.

American Express Company; $15 per day.

The United States Postoffice Department allowed $3,432.56 for the year, based on a rate per mile, regulated by the weight and paid quarterly.

Western Union Telegraph Company; contract made May 1, 1884. Telegraph company to furnish poles, wires, insulators, etc., and railroad company to set poles and collect charges on commercial messages.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Pittsburgh	New Haven, Pa.	64.79	$34,727 58
Second mortgage	Pittsburgh	New Haven, Pa.	64.79	13,891 03

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	7	7
Number wooden	1	1
Trestles:		
Number	1	1
Aggregate length	5,000	5,000
Tunnels:		
Number	1	1
Maximum length	1,622	1,622
Minimum length	1,622	1,622
Aggregate length of all tunnels	1,622	1,622
Telegraph:		
Miles of line operated by this company	60	60
Miles of wire operated by this company	120	120

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Pittsburgh. Pittsburgh and Lake Erie railroad.

Name all associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH AND NORTHERN RAILROAD COMPANY.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant	Allegheny, Pa.	January 12, 1891.
C. H. Coster	New York, N. Y.	do.
A. J. Thomas	New York, N. Y.	do.
J. D. Callery	Pittsburgh	do.
J. L. Kirk	Allegheny	do.
Llewellyn Thomas	Allegheny	do.
T. J. Crump	Allegheny	do.

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Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry W. Oliver	Allegheny, Pa.
Secretary	T. J. Crump	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Northern and Evergreen Railway.	Bennetts	Brookfield	4	4

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pittsburgh and Northern Railroad (and Evergreen Railway) extends from Bennetts to Brookfield (both in Allegheny county); is a suburban road, and has no traffic arrangements with any other company, nor track connection with any other railroad.

Its business is exclusively local, and stock is owned by the Pittsburgh and Western Railway Company, and it is under the management of that company.

This report includes the Evergreen railway, which is operated as portion of Pittsburgh and Northern railroad.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Other station men	1	$60 00	$0 17
Enginemen	1	780 00	2 17
Firemen	1	420 00	1 17
Conductors	1	600 00	67
Section foremen	1	480 00	1 33
Other trackmen	1	356 50	1 15
Total	6	$2,696 50	$1 27
Distribution of above:			
Maintenance of way and structures	2	$836 50	$1 24
Conducting transportation	4	1,860 00	1 29
Total		$2,696 50	$1 27
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	6		
Total yearly compensation of employes in Pennsylvania		$2,696 50	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	1	1
Number wooden	13	13

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

Date of organization: June 9, 1888.

By what authority incorporated: Under laws of the States of Pennsylvania and Ohio.

This company was formed June 9, 1888, by the merger or consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company, a consolidated Pennsylvania corporation, with the Northeastern Ohio Railroad Company, an Ohio corporation, under authority of the following acts of assembly of Pennsylvania, viz:

An act approved 24th March, 1865, P. L. page 49, and an act approved 26th April, 1870, P. L. 1870, page 1274, and under authority of the following sections of the revised statutes of the State of Ohio, viz: 3380 to 3392, both inclusive.

The Northeastern Ohio Railroad Company was organized under the general railroad law of Ohio on the 16th February, 1888.

The Pittsburgh, Shenango and Lake Erie Railroad Company, the constituent company above mentioned, was organized June 8, 1888, by the merger or consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company with the Erie, Shenango and Pittsburgh Railway Company under authority of the act of assembly of Pennsylvania, approved May 16, 1861, page 702.

The Pittsburgh, Shenango and Lake Erie Railroad Company, the constituent company in said last-mentioned consolidation, was a corporation formed on the 23d February, 1888, by a reorganization of the Shenango and Allegheny Railroad Company under act of assembly of Pennsylvania, approved May 25, 1878 and its supplements.

The Shenango and Allegheny Railroad Company above mentioned, was organized under act of assembly of Pennsylvania, approved 20th March, 1865, pages 429 and 430, and its supplements as follows: (1) approved 9th April, 1867, P. L. 1867, pages 984 and 985; (2) approved 14th April, 1870, P. L. 1871, page 1516; (3) approved 15th May, 1871, P. L. 1871, pages 871 and 872; (4) approved 7th March, 1872, P. L. 1873, page 1012.

The Erie, Shenango and Pittsburgh Railway Company, one of the constituent companies of said last-mentioned consolidation was formed by the reorganization of the Ohio River and Lake Erie Railroad Company under act of assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company above named, was organized under the act of assembly of Pennsylvania, approved 4th April, 1868, P. L. 1868, page 62.

The Shenango and Allegheny Railroad Company above mentioned, was reorganized by reason of foreclosure of mortgage, a receiver having been in possession of the property from March 15, 1884, to February 10, 1888.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. W. Huidekoper	Washington, D. C.	Second Tuesday in April, 1891, or when their successors are elected.
A. C. Huidekoper	Meadville, Pa.	
G. W. Delamater	Meadville, Pa.	
Lewis Walker	Meadville, Pa.	
Thomas H. Wells	Youngstown, O.	
Chas. M. Reed	Erie, Pa.	
W. W. Reed	Erie, Pa.	
E. S. Templeton	Greenville, Pa.	
Henry Rawle	Montoursville, Pa.	
Wm. I. Bliss	Cleveland, O.	
A. H. Steele	12 Broadway, New York.	

Date of last meeting of stockholders for election of directors: April 8, 1890.

Postoffice address of general office: Greenville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver	T. W. Huidekoper	619 14th st., Washington, D.C.
President	F. W. Huidekoper	619 14th st., Washington, D.C.
Vice President	A. H. Steele	12 Broadway, New York.
Secretary	R. E. McCray	Greenville, Pa.
Treasurer	Daniel Moore	Greenville, Pa.
General Solicitor, Attorney or Counsel	E. S. Templeton	Greenville, Pa.
Auditor	R. E. McCray	Greenville, Pa.
General Manager	J. T. Blair	Greenville, Pa.
General Passenger Agent	W. G. Sargeant	Greenville, Pa.
General Ticket Agent	W. G. Sargeant	Greenville, Pa.
General Freight Agent	W. H. Garrett	Greenville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Main line	Osgood	Hilliard, Pa.	50.70	50.70
Coaltown branch	Branchton, Pa.	Coaltown, Pa.	3.10	3.10
Bull Valley branch	Roy, Pa.	Argentine, Pa.	2.70	2.70
South branch	Branchton, Pa.	Gomersol, Pa.	4.00	4.00
Reed branch	Reed, Pa.	Coal Mines, Pa.	1.70	1.70
Mercer branch	Mercer Junction, Pa.	Mercer, Pa.	.80	.80
Total owned			63.00	63.00
Pittsburgh, Butler and Shenango railroad operated main line	Coaltown Junction, Pa.	Butler, Pa.	19.90	19.90
Pittsburgh and Western railway. About one-half mile of Pittsburgh and Western railway track used to reach joint passenger station at Butler, Pa.			.50	.50
Total mileage operated			83.40	83.40

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road,	$3,493,515 39	Capital stock,	$2,150,000 00
Cost of equipment,	400,899 91	Funded debt,	1,457,293 20
Profit and loss,	6,265 15	Current liabilities,	293,387 25
Total,	$3,900,680 45	Total,	$3,900,680 45

IMPORTANT CHANGES DURING THE YEAY.

Mercer branch, eight-tenths of a mile, put in operation in January, 1890.

Decrease in car trust obligations:

Balance due Peninsula Car Company transferred from car trust obligation to current liabilities,	$15,674 30
Two hundred gondola coal cars sold or surrendered to the Peninsula Car Company,	62,800 00
Paid Pittsburgh Car Trust Company,	21,998 47
Paid C. R. Beatty and R. S. Johnston, trustees,	3,902 76
Paid C. R. Beatty and R. S. Johnston, trustees,	741 30
Paid Oliver Adams, agent, New York,	2,990 00
Sundry payments and charges,	130 50
	$108,237 33
Less passenger cars purchased,	6,289 50
Decrease in car trust obligations,	$101,947 83

F. W. Huidekoper was appointed receiver on October 25, 1889, by the United States circuit court, Western district of Pennsylvania, on application of the Peninsula Car Company of Detroit, Michigan, and is still in possession of the railroad and property of the Pittsburgh, Shenango and Lake Erie Railroad Company and operating the same.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company in charge of the express business, which pays this company a rate per hundred pounds.

Compensation for the transportation of mails fixed by the government according to weight; adjusted every four years.

No sleeping, parlor or dining car companies using this road.

No freight or transportation companies or lines using this road.

The Pittsburgh, Butler and Shenango railroad (formerly the West Penn and Shenango Connecting railroad) is operated by this company "at cost."

No contracts, agreements or arrangements with steamboat or steamship companies.

The Western Union Telegraph Company has charge of the commercial telegraph business on this line.

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATIONS.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
First mortgage February 21, 1888, main line	Greenville, Pa.	Hilliard, Pa.	47.00		All equipment now owned or that becomes the property of this company.	No special mortgage on income.
Branches	Branchton, Pa.	Gomersol, Pa.	4.00			
	Roy, Pa.	Argentine, Pa.	2.70			
	Reed, Pa.	Coal Mines, Pa.	1.70			
	Branchton, Pa.*	Coaltown, Pa.	3.10			
	Mercer Junction, Pa.	Mercer, Pa.	.80			
Total			59.30	$20,236 09		

First mortgage, November 24, 1888. This mortgage is not yet issued, but was prepared to cover the above and a proposed extension from Greenvil e, Pa., to Conneaut, Ohio (53.46 miles), 3.7 miles from Greenville, Pa., to Osgood, Pa., of which was constructed over two years ago.

From Hilliard, Pa., to Conneaut, Ohio, including above branches, 112.76 miles; amount of mortgage per mile of line, $20,397.30.

Car trust obligations (lease warrants), issued by receiver Shenango and Allegheny Railroad Company for 105 gondola coal cars; issued by Pittsburgh, Shenango and Lake Erie Railroad Company, 250 gondola coal cars; issued by Pittsburgh, Shenango and Lake Erie Railroad Company, one locomotive: issued by receiver Shenango and Lake Erie Railroad Company, two passenger and one combination car.

Receiver's certificates issued by Thomas P. Fowler, receiver of the Shenango and Allegheny Railroad Company and assumed by this company, being a prior lien upon the main line and branches between Greenville, Pa., and Hilliard, Pa.

* There is a balance due on purchase of Coaltown branch of $7,105.76, which is a prior lien on that branch.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers (receiver's compensation not included),	7	$9,016 10	. . . . .
General office clerks,	5	2,757 20	$1 83
Station agents,	19	9,708 00	1 63
Other station men,	9	4,261 78	1 51
Enginemen,	10	8,268 69	2 64
Firemen and roundhouseman,	20	10,180 20	1 62
Conductors,	8	6,571 56	2 62
Other trainmen,	16	7,869 15	1 57
Machinists,	8	4,866 00	1 94
Carpenters,	13	6,998 25	1 72
Other shopmen,	13	7,214 64	1 77
Section foremen,	17	9,240 00	1 74
Other trackmen,	46	16,711 44	1 16
Switchmen, flagmen and watchmen,	5	2,392 08	1 53
Telegraph operators and dispatchers (agents also operators),	3	1,680 00	1 76
Total,	199	$107,735 09	$1 73
Distribution of above:			
General administration,	12	$11,773 30	$3 18
Maintenance of way and structures,	74	31,556 73	1 36
Maintenance of equipment,	23	13,473 60	1 87
Conducting transportation,	90	50,931 46	1 81
Total,	199	$107,735 09	$1 73
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	199	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania,	. . . .	$107,735 09	$1 73

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden (P., S & L. E., 17, P., B. & S., 9),	26	26
Trestles:		
Number (on P., S. & L. E., 19, on P., B. & S., 6),	25	25
Aggregate length, 1,786 feet, 1,420 feet,	3,206 feet.	3,206 feet.
Telegraph:		
Miles of line owned by this company,	50.7	50.7
Miles of wire owned by this company,	65	65
Miles of line operated by this company,	70.7	70.7
Miles of wire operated by this company,	85	85
Miles of wire operated and owned by Western Union Telegraph Company,	58	58
Miles of wire operated and owned by united lines,	39	39

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision made.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Passenger station and about one-half mile of track (to reach said station) of Pittsburgh and Western Railway at Butler, Pa., used by this company in connection with the operating of the Pittsburgh, Butler and Shenango railroad, for which this company pays a terminal charge.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freght lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

By what authority incorporated: Act of incorporation April 8, 1867. Supplements March 31, 1868, February 4, 1870, March 3, 1870, April 6 and 16, 1870, May 9, 1871, February 7, 1873, April 22, 1879.

If a consolidated company, name the constituent companies: The Brownsville Railway Company was consolidated with the Pittsburgh, Virginia and Charleston Railway Company April 20, 1880. The Brownsville Railway Company was chartered October 6, 1875.

Pittsburgh and White Hall Railroad Company was consolidated with the Pittsburgh, Virginia and Charleston Railway Company March 27, 1888. The Pittsburgh and White Hall Railroad Company was chartered November 9, 1882.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts	Philadelphia	May 5, 1891.
Wistar Morris	Philadelphia	do.
John P. Green	Philadelphia	do.
Wm. L. Elkins	Philadelphia	do.
Wm. J. Howard	Philadelphia	do.
Henry D. Welsh	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.
A. M. Byers	Pittsburgh	do.
Chas. E. Speer	Pittsburgh	do.
Chas. L. Taylor	Pittsburgh	do.
Joseph Walton	Pittsburgh	do.
Geo. V. Lawrence	Monongahela City, Pa.	do.

Date of last meeting of stockholders for election of directors: May 6, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary	D. P. Corwin	Pittsburgh.
Treasurer	Taber Ashton	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh, Virginia and Charleston railway.	Pittsburgh	West Brownsville.	Pennsylvania Railroad Company.	53.23	53.23
Branches				19.29	19.29
Total mileage				72.52	72.52

Lease to the Pennsylvania Railroad Company for fifty years from April 1, 1882. Lessee to maintain and operate the road and pay net earnings to the lessor.

STOCKS OWNED.

Pittsburgh, Virginia and Charleston Railway Company, total par value, $6,550 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$5,503,069 94	Capital stock	$1,906,750 00
Other permanent investments	1,250 00	Funded debt	3,000,000 00
Cash and current assets	80,932 37	Current liabilities	611,998 00
		Mortgage	10,000 00
Total	$5,645,252 31	Dividend scrip	6,369 00
		Profit and loss	110,135 31
		Total	$5,845,252 31

IMPORTANT CHANGES DURING THE YEAR.

A dividend of six per cent. in scrip, convertible into capital stock, was declared payable April 1, 1890—$107,919.00.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Pittsburgh	West Brownsville	53.23	.....
Branches	.....	.....	19.29	.....
			72.52	$41,367 89

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $2,000.00.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	9	9
Number iron	23	23
Number wooden	13	13
Trestles:		
Number	8	8
Aggregate length	2,809 feet.	2,809 feet.
Tunnels:		
Number	1	1
Maximum length	280 feet.	280 feet.
Minimum length	280 feet.	280 feet.
Aggregate length of all tunnels	280 feet.	280 feet.
Telegraph:		
Miles of line owned by this company	69.79	69.79
Miles of wire owned by this company	127.76	127.76
Miles of line operated by Pennsylvania Railroad Company, lessee	69.79	69.79
Miles of wire operated by Pennsylvania Railroad Company, lessee	127.76	127.76

Gauge of track, 4 ft. 9 in.

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QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that there shall be appropriated annually, out of the net earnings of the preceding year when sufficient therefor, such sum as may be required to purchase bonds, amounting at par to $30,000.00, whenever bonds can be obtained at not exceeding their par value. It has been impossible, so far, to secure any bonds under this provision.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

By what authority incorporated: Pennsylvania statutes—Act April 4, 1868 (P. L. 62), act March 24, 1865 (P. L. 49), act May 25, 1878 (P. L. 145). Ohio statutes—Revised statutes Ohio, sections 3380, 3381, 3382 and 3384. Revised statutes, Ohio laws, sections 3426a, 3426 b, Vol. 77, p. 60.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry W. Oliver	Allegheny, Pa.	May 4, 1891.
Anthony J. Thomas	New York, N. Y.	do.
Samuel Spencer	New York, N. Y.	do.
Charles H. Coster	New York, N. Y.	do.
Solon Humphreys	New York, N. Y.	do.
M. K. Moorhead	Pittsburgh	do.
J. D. Callery	Pittsburgh	do.
John W. Chalfant	Allegheny, Pa.	do.
W. H. Singer	Allegheny, Pa.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry W. Oliver	Allegheny, Pa.
Vice President	Anthony J. Thomas	New York, N. Y.
Secretary	T. J. Crump	Allegheny, Pa.
Treasurer	W. H. Duffell	Allegheny, Pa.
Chief Engineer	Paul Didier	Allegheny, Pa.
Auditor	J. L. Kirk	Allegheny, Pa.
General Manager	M. A. McDonald	Allegheny, Pa.
General Passenger and Ticket Agent	C. W. Bassett	Allegheny, Pa.
General Freight Agent	W. L. Cromlish	Allegheny, Pa.
Division Superintendent	H. C. Baughton	Mahoningtown, Pa.
General Baggage Agent	C. W. Bassett	Allegheny, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh and Western railway. . .	Wood's Run, Allegheny.	New Castle, Pa.	63.00	. . . . .
Pittsburgh and Western railway. . .	Callery Junction, Pa.,	Mt. Jewett, Pa.	140.20	. . . . . 203.20
Pittsburgh and Western railway. . .	Clarion Junction, . .	Clarion.	6.20	. . . . .
	Auck Run.	Crowthers.	3.50	. . . . .
	Kane Junction. . . .	Kane.	1.00	. . . . . 10.70
Total miles operated.	. . . . .	. . . . .	. . . . .	213.90

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Trumbull and Mahoning Railroad Company.	$250,000 00	5 per cent.	. . . . .
Total.	$250,000 00	. . . . .	. . . . .

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Foxburg Bridge Company.	$50,000 00	6 per ct.	$3,000 00
Trumbull and Mahoning railroad.	500,000 00	6 per ct.	. . . . .
Pittsburgh and Northern railroad.	150,000 00	6 per ct.	. . . . .
Total.	$700,000 00	. . . . .	$3,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of equipment.	$23,224,032 55	Capital stock.	$12,000,000 00
Stocks of other companies owned, valued at.	401,000 00	Funded debt.	10,786,046 11
Cash and current assets.	638,634 98	Current liabilities.	1,658,991 18
Advances to subsidiary lines.	684,556 80	Profit and loss.	503,187 04
Total.	$24,948,224 33	Total.	$24,948,224 33

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company's Express pays railroad company 40 per cent. of gross earnings.

Compensation for transportation of mails is fixed by the Postoffice Department.

Railroad company pays two cents per car per mile run.

Pennsylvania Railroad Company trackage contract; Pittsburgh Junction Railroad Company to receive $2.00 per loaded car handled; Baltimore and Ohio Railroad Company, joint revenue divided on mileage basis; Bradford, Bardell and Kinzua Rail-

road Company, joint revenue, when competitive, divides on mileage basis, when not competitive divides on basis local rates.

Western Union Telegraph Company—Telegraph company to maintain and operate lines, and to have exclusive right of way.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	16	$35,570 90	.....
General office clerks	38	22,627 72	$1 90
Station agents	73	45,094 80	1 97
Other station men	88	40,190 40	1 46
Enginemen	135	140,878 80	3 83
Firemen	138	74,202 00	1 72
Conductors	120	86,214 60	2 29
Other trainmen	270	154,452 60	1 82
Machinists	32	21,583 80	2 15
Carpenters	46	31,517 40	2 19
Other shopmen	258	135,993 80	1 66
Section foremen	55	29,850 00	1 73
Other trackmen	200	79,956 60	1 27
Switchmen, flagmen and watchmen	18	6,012 00	1 07
Telegraph operators and dispatchers	48	27,546 60	1 83
All other employes and laborers	437	174,708 00	1 28
Total	1,972	$1,104,310 02	$1 79
Distribution of above:			
General administration	58	$70,198 62	$3 32
Maintenance of way and structures	255	109,806 60	1 37
Maintenance of equipment	336	187,095 00	1 78
Conducting transportation	902	581,701 80	2 06
Betterments	421	165,508 00	1 26
Total	1,972	$1,104,310 02	$1 79
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	1,153	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$692,034 28	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	7	7
Number wooden	96	96
Trestles:		
Number	132	132
Tunnels:		
Number	5	5
Maximum length	.125	.125
Minimum length	.024	.024
Aggregate length of all tunnels	.329	.329
Telegraph:		
Miles of line operated by Western Union Telegraph Company	Unknown.	Unknown.

Gauge of track: Butlers, Pa., to Mt. Jewett, Pa., three feet; all other lines four feet eight and one-half inches.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Station-house, Kane, Pa., owned by Philadelphia and Erie Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

By what authority incorporated: It was created and organized under the authority of the laws of the States of Pennsylvania and Ohio, and is the result of a series of consolidations, as follows:

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorpoporated under the laws of Ohio.

In June, 1865, these two companies were consolidated, under the laws of Pennsylvania and Ohio, into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company, and the Youngstown and Canfield Railroad Company, were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and New Castle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburgh Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburgh Railroad Company was re-organized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburgh Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the 3d day of May, 1887, the Lawrence Railroad Company, and the New Brighton and New Castle Railroad Company, were consolidated into the Youngstown, Lawrence and Pittsburgh Railroad Company.

On the 4th day of May, 1887, the Ashtabula and Pittsburgh Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the 22d day of July, 1887, the Youngstown, Lawrence and Pittsburgh Railroad Company, and the Ashtabula, Niles and Youngstown Railroad Company, were consolidated, under the laws of Pennsylvania and Ohio, into the Pittsburgh, Youngstown and Ashtabula Railroad Company.

Operated by Pennsylvania Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John N. Hutchinson,	Philadelphia,	May 21, 1891.
George B. Roberts,	Philadelphia,	do.
J. N. McCullough,	Pittsburgh,	do.
Wm. Thaw, Jr.,	Pittsburgh,	do.
Thos. D. Messler,	Pittsburgh,	do.
Wm. Mullins,	Pittsburgh,	do.
Caleb B. Wick,	Youngstown, Ohio,	do.
W. S. Bonnell,	Youngstown, Ohio,	do.
J. G. Butler, Jr.,	Youngstown, Ohio,	do.
H. L. Morrison,	Ashtabula, Ohio,	do.
Amos C. Fisk,	Ashtabula, Ohio,	do.

Date of last meeting of stockholders for election of directors: May 15, 1890.
Postoffice address of general office: Pittsburgh.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John N. Hutchinson.	Philadelphia.
Secretary.	S. B. Liggett.	Pittsburgh.
Treasurer.	John E. Davidson.	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsb'gh, Youngstown and Ashtabula railroad.	Kenwood, Pa., Canfield Jc., O. Niles, O.	Ashtabula Har., O. Foster Mines, O., Alliance Jc., O.	Pennsylvania Company	121.58	21.90

Lease is dated August 1, 1887, and is to continue in force for one year from that date, and thereafter from year to year, subject to termination on twelve months written notice from either party.

The road is operated at cost by lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$5,825,376 01	Capital stock.	$3,033,841 58
Cost of equipment.	305,928 21	Funded debt.	3,372,000 00
Cash and current assets.	739,496 85	Accrued interest on funded debt not yet payable.	59,558 31
Total.	$6,870,801 07	Profit and loss.	405,901 18
		Total.	$6,870,801 07

IMPORTANT CHANGES DURING THE YEAR.

Six hundred consolidated mortgage bonds sold, ... $618,000 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—	Miles.			
Consolidated mortgage.	Kenwood, Pa., Alliance Jc., O.	Ashtabula Harbor, O. Niles, O.	121.58	$32,900 15	All.	All.
First mortgage, A. & P. Ry. Co.	Youngstown, O.	Ashtabula Harbor, O.	62.60	23,961 66	All.	All.
First mortgage, Lawrence Railroad Company.	Lawrence Jc. Pa.	Youngstown, Ohio.	21.54	16,682 11	All.	All.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	2	. . . . .
Number iron,	19	9
Number wooden,	38	3
Number combination,	1	1
Trestles:		
Number,	42	13
Aggregate length,	6,795 feet.	2,623 feet.
Telegraph:		
Miles of line owned by this company,	99.1	12.5
Miles of wire owned by this company,	249.9	25
Miles of line operated by this company,	99.1	12.5
Miles of wire operated by this company,	249.9	25
Miles of line owned jointly with Western Union Telegraph Company,	18.3	9.3
Miles of wire owned and operated by Western Union Telegraph Co.,	5	. . . . .

Gauge of track, ... 4 ft. 9 in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? $1,800,000.00 of the consolidated mortgage bonds are reserved to retire the A. and P. Railway Company bonds, and the Lawrence Railroad Company bonds.

The consolidated mortgage has a sinking fund of one per cent. of the bonds of that issue outstanding, and said one per cent. is to be set apart each year, on or before November 1, provided bonds can be purchased at or less than par; if bonds cannot be purchased at that price then the sinking fund lapses and the one per cent. reverts to the treasury. No bonds have been offered at par, consequently no bonds have been redeemed.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD. PENNSYLVANIA COMPANY, OPERATING.

See lessor company's report.

OFFICERS OF PENNSYLVANIA COMPANY.

TITLE.	NAME.	ADDRESS.
President.	George B. Roberts.	Philadelphia.
First Vice President.	J. N. McCullough.	Pittsburgh.
Second Vice President.	James McCrea.	Pittsburgh.
Third Vice President.	Thomas D. Messler.	Pittsburgh.
Secretary.	S. B. Liggett.	Pittsburgh.
Treasurer.	John E. Davidson.	Pittsburgh.
Chief Engineer.	Thos. Rodd.	Pittsburgh.
General Counsel.	J. T. Brooks.	Pittsburgh.
Comptroller.	Thomas D. Messler.	Pittsburgh.
Assistant Comptroller.	J. W. Renner.	Pittsburgh.
Auditor of Freight Receipts.	A. McElevey.	Pittsburgh.
Auditor of Passenger Receipts.	J. P. Farley.	Pittsburgh.
Auditor of Disbursements.	James Instan.	Pittsburgh.
General Manager.	Joseph Wood.	Pittsburgh.
General Superintendent of Transportation.	E. B. Taylor.	Pittsburgh.
General Passenger Agent. / General Ticket Agent.	E. A. Ford.	Pittsburgh.
General Freight Agent.	William Stewart.	Pittsburgh.
General Superintendent.	Charles Wattts.	Pittsburgh.
Division Superintendent.	J. M. Kimball.	Lawrence Junction, Pa.
Superintendent of Telegraph.	E. C. Bradley.	Pittsburgh.
General Baggage Agent.	R. R. Bently.	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh, Youngstown and Ashtabula railroad.	Kennwood, Pa.	Wampum Junction, Pa.	12.54	12.54
	Lawrence Junction, Pa.	Ashtabula Harbor, O.	80.58	9.36
	Canfield Junction, O.	Foster Coal Mines, O.	3.56	.....
	Niles, O.	Alliance Junction, O.	24.90	.....
New Castle and Beaver Valley railroad.*	Wampum Junction, Pa.	Lawrence Junction, Pa.	5.66	5.66
Pittsburgh, Fort Wayne and Chicago railway.*	Alliance Junction, O.	Alliance, O.	2.70	.....
Total mileage operated.			129.94	27.56

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

Sleeping, Parlor or Dining Car Companies: The Pullman's Palace Car Company

* Used jointly under trackage rights.

furnishes its own cars for use over the lines of this company, maintaining the same, and collecting from passengers 25 cents to $2.50 each for single berth or seat, according to distance, in addition to the regular railroad fare collected by this company.

Star Union Line: Transacts business at current rates, the expenses of conducting the same being borne by the roads over which the line operates, in the proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of their cars.

Telegraph Company: The Western Union Telegraph Company pays a fixed rental for telegraph privileges furnished. It receives a proportion of the telegraph receipts and pays a proportion of the expenses.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	32	$6,130 56	.....
Superintendent,	1	1,692 00	.....
Division freight agent,	1	1,522 80	.....
General office clerks,	13	10,722 97	$2 63
Station agents,	28	17,820 00	1 76
Other station men,	26	14,412 00	1 54
Enginemen,	45	51,427 72	3 17
Firemen,	49	31,742 21	1 80
Conductors,	39	39,269 60	2 71
Other trainmen,	119	82,452 32	1 92
Machinists,	5	3,830 12	2 45
Carpenters,	17	11,339 40	2 15
Other shopmen,	7	3,884 88	1 77
Section foremen,	30	13,950 00	1 29
Other trackmen,	256	88,492 50	1 10
Switchmen, flagmen, and watchmen,	17	7,284 00	1 19
Telegraph operators and dispatchers,	11	8,160 00	2 07
Employes—account floating equipment,	7	4,584 00	1 75
All other employes and laborers,	102	81,975 94	2 56
Total,	805	$480,753 02	.....
Distribution of above:			
General administration,	47	$20,068 33	.....
Maintenance of way and structures,	293	107,026 50	.....
Maintenance of equipment,	29	19,114 40	.....
Conducting transportation,	436	334,543 79	.....
Total,	805	$480,753 02	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania,	171	.....	.....
Total yearly compensation of employes in Pennsylvania,	.....	$101,966 70	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	2	.....
Number iron,	19	9
Number wooden,	38	3
Number combination,	1	1
Trestles:		
Number,	42	13
Aggregate length,	6,795	2,623
Telegraph:		
Miles of line owned by this company,	99.1	21.8
Miles of wire owned by this company,	249.9	52.9
Miles of line operated by this company,	99.1	21.8
Miles of wire operated by this company,	249.9	52.9
Owned and operated by this company jointly with Western Union Telegraph Company,	18.3	9.3
Miles of wire owned and operated by Western Union Telegraph Company,	5.0	.....

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line.

PLYMOUTH RAILROAD COMPANY.

Date of organization, December 9, 1867.

By what authority incorporated: Authority of State of Pennsylvania.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Boyd,	Norristown, Pa.,	Second Monday in December, 1890.
John Slingluff,	Norristown, Pa.,	do. do.
George W. Longaker,	Norristown, Pa.,	do. do.
Michael O'Brien,	Conshohocken, Pa.,	do. do.
Richard Dale,	Philadelphia,	do. do.
Edwin Swift,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday of December, 1889.

Postoffice address of general office: No. 132 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, No. 227 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Winfield S. Wilson,	132 South Third st., Philadelphia.
Secretary and Treasurer,	William W. Stephens,	do. do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Plymouth railroad,	Conshohocken,	Oreland,	Philadelphia and Reading Railroad Company.	9¼	All.

The Plymouth railroad (as a branch of the Philadelphia, Germantown and Norristown railroad) was leased to the Philadelphia and Reading Railroad Company on the 10th day of November, 1870.

All questions unanswered in this report should be returned by the lessees.

GENERAL BALANCE SHEET.

DR.		CR.	
Plymouth railroad Company, ...	$286,545 19	Capital stock, ...	$12,050 00
		Philadelphia, Germantown and Norristown Railroad Company, .	274,495 19
Total, ...	$286,545 19	Total, ...	$286,545 19

EMPLOYES AND SALARIES.

No salaries paid.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

POINT BREEZE RAILROAD COMPANY.

Date of organization: 1877.

By what authority incorporated: Under the general railroad law of 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
N. W. Harkness, ...	S. E. corner Fourth and Chestnut streets.	E. P. Cooper, ...	S. E. corner Fourth and Chestnut streets.
Malcolm Lloyd, ...	S. E. corner Fourth and Chestnut streets.	Chas. N. Quarles, . . .	227 South Fourth street.
C. E. Bushnell, ...	S. E. corner Fourth and Chestnut streets.	Wm. G. Brown, ...	227 South Fourth street.

Date of last meeting of stockholders for election of directors: October 2, 1889.

Postoffice address of general office: Southeast corner Fourth and Chestnut streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Wm. G. Warden, ...	S. E. cor. 4th and Chestnut sts.
Secretary, ... / Treasurer, ...	C. E. Bushnell, ...	S. E. cor. 4th and Chestnut sts.

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned, ...	$4,552 84	Capital stock, ...	$7,200 00
Cash and current assets, ...	359 53		
Expense account, ...	1,084 62	Total, ...	$7,200 00
Profit and loss, ...	1,203 01		
Total, ...	$7,200 00		

Road not built.

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POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 3, 1881, and December 29, 1881.

By what authority incorporated: The Doe Run and White Clay Creek Railroad Company was organized under an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to incorporate the Doe Run and White Clay Creek Railroad Company," approved March 24, 1868. The name of the said The Doe Run and White Clay Creek Railroad Company was changed under act of April 20, 1869, to that of the Pennsylvania and Delaware Railway Company.

The Delaware and Pennsylvania Railroad Company was organized under the laws of the State of Delaware, February 26, 1857.

If a consolidated company, name the constituent companies: The Pennsylvania and Delaware Railway Company was consolidated and merged into and with the Delaware and Pennsylvania Railroad Company, in pursuance of authority in the said companies vested by the laws of the States of Pennsylvania and Delaware, under a joint agreement dated March 17, 1873, and filed in the office of the Secretary of the Commonwealth of Pennsylvania, May 3, 1873, whereby the said two companies consolidated and merged their capital stock, franchises and property into one corporation or body politic, styled the Pennsylvania and Delaware Railway Company.

The Pennsylvania and Delaware railway was sold under foreclosure of mortgage August 12, 1879, and confirmed absolutely by the circuit court of the United States, for the eastern district of Pennsylvania, October 25, 1879. On February 5, 1880, in pursuance of the act of assembly, approved April 8, 1861, and its supplements, there was organized a new corporation, a body politic and corporate of the State of Pennsylvania, vested with all the rights, etc., ect., of, in and to the whole of said railroad lying and being within the said State of Pennsylvania, extending from Pomeroy, in the county of Chester, in said state, to the boundary line between said state and the State of Delaware at the point of intersection therewith by the line of railroad heretofore known as the Pennsylvania and Delaware railway.

The new corporation so organized was styled the Pomeroy and State Line Railroad Company, and a copy of the reorganization filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880. At the same time a new corporation was organized entitled the Newark and Delaware City Railroad Company, for that portion lying and being in the State of Delaware.

The Pomeroy and State Line Railroad Company, and the portion of the Newark and Delaware City Railroad Company north of the Philadelphia, Wilmington and Baltimore Railroad were merged and consolidated with the title of the Pomeroy and Newark Railroad Company, under articles of consolidation and merger, dated December 2, 1881. Copies of articles of consolidation and merger filed with the Secretary of the Commonwealth of Pennsylvania, December 29, 1881, and with the Secretary of State of the State of Delaware, December 3, 1881.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Wilson	Philadelphia	May 4, 1891.
J. N. DuBarry	Philadelphia	do.
Henry D. Welsh	Philadelphia	do.
Wistar Morris	Philadelphia	do.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.	do.
Jno. P. Green	Philadelphia	do.
Amos R. Little	Philadelphia	do.

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Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: The Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. H. Wilson	Philadelphia.
Secretary	James R. McClure	do.
Treasurer	James R. McClure	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pomeroy and Newark Railroad Company.	Pomeroy, Pa.,	Newark, Del.,	Pennsylvania Railroad Company.	26.70	21.66

Leased to the Pennsylvania Railroad Company for the term of ninety-nine years from and after March 1, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$502,056 25	Capital stock	$500,000 00
Cash and current assets	4 35	Current liabilities	126,210 81
Profit and loss	124,150 21		
Total	$626,210 81	Total	$626,210 81

IMPORTANT CHANGES DURING THE YEAR.

No extension of road put in operation.
No leases taken or surrendered.
No consolidation or reorganization effected.
No new mortgages or stock issued.
No important physical changes.
No important financial changes.

CONTRACTS, AGREEMENTS, ETC.

Leased to Pennsylvania Railroad Company.

CHARACTERISTICS OF ROAD.

	On whole length of line.	In Pennsylvania.
Bridges:		
Number wooden	68	60
Trestles:		
Number	38	35
Aggregate length	5,914½ feet.	5,556 feet.
Telegraph:		
Miles of line owned by this company	26.7	21.66
Miles of wire owned by this company	26.7	21.66
Miles of line operated by Pennsylvania Railroad Company, lessee	26.7	21.66
Miles of wire operated by Pennsylvania Railroad Company, lessee	26.7	21.66

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.

By what authority incorporated: State of Pennsylvania, May 19, 1857, April 15, 1858, May 1, 1861, February 25, 1862, September 18, 1863, April 14, 1864, April 11, 1866, April 5, 1869.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
George deB. Keim	Philadelphia	Second Monday in January, 1891.	
S. A. Caldwell	Philadelphia	do.	do.
A. A. McLeod	Philadelphia	do.	do.
Thomas Cochran	Philadelphia	do.	do.
A. J. Antelo	Philadelphia	do.	do.
George F. Baer	Reading	do.	do.
J. N. Hutchinson	Philadelphia	do.	do.
Thos. Baumgardner	Lancaster	do.	do.
Wm. Latimer Small	York	do.	do.
Benjamin F. Hiestand	Marietta, Pa.	do.	do.
Paris Haldeman	Chickies, Pa.	do.	do.
Adam R. Royer	Denver, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Austin Corbin	Philadelphia.
Secretary	Howard Hancock	Philadelphia.
Treasurer	John Welsh	Philadelphia.
General Manager	A. A. McLeod	Philadelphia.
Superintendent	A. M. Wilson	Columbia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line	Sinking Spring	Columbia	39.50	....
Lancaster branch	Lauer Junction	Lancaster	8.00	....
Lebanon branch	Mannheim	Mt. Hope	5.20	....
Quarryville branch	Lancaster	Quarryville	15.30	....
Marietta branch	Marietta Junction	Chickies	6.30	....
Total mileage operated			74.30	....

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$2,195,347 06	Capital stock	$958,268 00
Cost of equipment	245,241 18	Scrip	105 00
Cash and current assets	238,283 08	Funded debt	2,009,166 67
Profit and loss	1,177,360 47	Current liabilities	871,400 96
		Accrued interest on funded debt not yet payable	17,291 67
Total	$3,856,232 39	Total	$3,856,232 39

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.	Miles.	Amount of mortgage per mile of line.
First mortgage bonds	Main line and branches	68.90	$9,433 96
Second mortgage bonds			5,079 82
Debenture bonds			14,513 79
			$29,027 57

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$3,240 00	.....
General office clerks	6	.....	$1 43
Station agents	26	.....	1 45
Other station men	19	.....	85
Enginemen	10	.....	3 68
Firemen	12	.....	2 10
Conductors	10	.....	3 12
Other trainmen	38	.....	1 95
Machinists	2	.....	9 25
Carpenters	5	.....	1 97
Other shopmen	14	.....	1 56
Section foremen	19	.....	1 65
Other trackmen	39	.....	1 25
Switchmen, flagmen and watchmen	20	.....	71
Telegraph operators and dispatchers	9	.....	1 81
All other employes and laborers	7	.....	1 59
Total	241	.....	$1 68
Distribution of above:			
General administration	5	.....	.....
Maintenance of way and structures	85	.....	$1 37
Maintenance of equipment	17	.....	1 66
Conducting transportation	134	.....	1 90
Total	241	.....	.....
All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	20	20
Number iron	20	20
Number wooden	61	61
Trestles:		
Number	19	19
Aggregate length	4,885 feet.	4,885 feet.

Gauge of track, ... 4 ft. 8½ in.

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.
Operated by the Reading and Columbia Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim,	Philadelphia,	First Monday in May, 1891.
S. A. Caldwell,	Philadelphia,	do. do.
A. A. McLeod,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
Thomas Cochran,	Philadelphia,	do. do.
W. R. Taylor,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: Philadelphia.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Reading, Marietta and Hanover railroad.	Marietta Junction,	Chickies,	Reading and Columbia Railroad Company.	6.30	6.30

Operated by the Reading and Columbia Railroad Company through control of the capital stock. No contract.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$332,587 11	Capital stock	$250,000 00
		Current liabilities	82,587 11
Total	$332,587 11	Total	$332,587 11

EMPLOYES AND SALARIES.

General officers, ... 3

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	5	5
Trestles:		
Number,	4	4
Aggregate length,	1,350 feet.	1,350 feet.
Gauge of track,		4 ft. 8½ in.

REW CITY AND ELDRED RAILROAD COMPANY.

Date of organization: March 16, 1882.

By what authority incorporated: Under the general law of the State of Pennsylvania, act of June, 1874, and amendments.

Operated by the Bradford, Bordell and Kinzua railroad.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John J. Carter,	Titusville, Pa.,	January, 1891.
W. W. Brown,	Bradford, Pa.,	do.
A. I. Wilcox,	Bradford, Pa.,	do.
G. L. Roberts,	Bradford, Pa.,	do.
L. J. Barker,	Boston, Mass.,	do.
Aug. Stein,	New York city,	do.
M. L. Hinman,	Dunkirk, N. Y.,	do.
J. E. Ransom,	Buffalo, N. Y.,	do.
J. C. McKenna,	Bradford, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Bradford, Pa.

Postoffice address of operating company: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John J. Carter,	Bradford, Pa.
Vice President,	A. I. Wilcox,	Bradford, Pa.
Secretary,	John E. Ransom,	Buffalo, N. Y.
General Solicitor, Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor,	W. R. Dieffenback,	Bradford, Pa.
General Manager,	John J. Carter,	Bradford, Pa.
General Passenger Agent,	John C. McKenna,	Bradford, Pa.
General Ticket Agent,		
General Freight Agent,		
General Superintendent,		
Superintendent of Telegraph,	W. R. Dieffenback,	Bradford, Pa.
General Baggage Agent,	John C. McKenna,	Bradford, Pa.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Rew City and Eldred railroad.	Rew City.	Eldred.	Bradford, Bordell and Kinzua railroad.	12.16	12.16
Total mileage.	. . . . .	. . . . .	. . . . .	12.16	12.16

The Rew City and Eldred is leased to the Bradford, Bordell and Kinzua Railroad Company, for the term of its charter, and the total issue of stock belongs to the Bradford, Bordell and Kinzua Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$108,868 17	Capital stock.	$111,000 00
Cost of equipment.	4,219 23	Current liabilities.	2,087 40
Total.	$113,087 40	Total.	$113,087 40

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden.	1	1
Trestles:		
Number.	10	10
Aggregate length.	2,857 feet.	2,587 feet.
Gauge of track.		3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 20, 1882.
By what authority incorporated: Act of April 4, 1868.
Operated by Pennsylvania Railroad Company.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	February 3, 1891.
Amos R. Little,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 4, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Tabor Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ridgway and Clearfield Railroad.	Ridgway,	Falls Creek,	Pennsylvania Railroad Company.	27.23	27.23

Operated by Pennsylvania Railroad Company under resolution of board of directors adopted July 23, 1884. That company to maintain and operate the road and pay net earnings to the Ridgway and Clearfield Railroad Company. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$943,157 43	Capital stock,	$491,000 00
Right of way and real estate,	42,312 37	Funded debt,	491,000 00
Cash and current assets,	91,097 00	Profit and loss,	94,566 80
Total,	$1,076,566 80	Total,	$1,076,566 80

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Ridgway,	Falls Creek,	27.23	$18,031 58

EMPLOYES AND SALARIES.

General officers 3

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	1	1
Number iron	3	3
Number wooden	12	12
Telegraph:		
Miles of line owned by this company	27.23	27.23
Miles of wire owned by this company	54.46	54.46
Miles of line operated by Pennsylvania Railroad Company	27.23	27.23
Miles of wire operated by Pennsylvania Railroad Company	54.46	54.46

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, shall be annually appropriated therefor, provided the net earnings are sufficient. It is not possible to obtain the bonds at or under par.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

RIVERFRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

By what authority incorporated: Under the provisions of an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the supplements thereto.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts	Philadelphia	March 24, 1891.
Wistar Morris	Philadelphia	do.
N. P. Shortridge	Wynnewood, Montgomery county, Pa.	do.
Henry D. Welsh	Philadelphia	do.
Frank Thomson	Philadelphia	do.
John P. Green	Philadelphia	do.
H. H. Houston	Philadelphia	do.
Amos R. Little	Philadelphia	do.

Date of last meeting of stockholders for election of directors: March 25, 1890.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Post office address of operating company: The Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line	Miles of line in Pennsylvania.
	From—	To—			
Riverfront Railroad Company.	Lehigh ave.,	Dock street.	Pennsylvania Railroad Company.	3.62	3.62
	Canal street,	Laurel street,		0.24	0.24
Total mileage,				3.86	3.86

Leased to the Pennsylvania Railroad Company for a term of 50 years, from and after May 1, 1882, at a rental of $23,000.00 per annum

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$632,496 82	Capital stock,	$216,000 00
Cash and current assets,	11,817 59	Funded debt,	216,000 00
Other assets:		Current liabilities,	191,672 62
Sinking fund,	4,000 00	Profit and loss,	24,641 79
Total,	$648,314 41	Total,	$648,314 41

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage 4½ per cent. registered,	Lehigh ave.,	Dock street.	3.62	.....	.....
	Canal street,	Laurel street,	0.24	.....	.....
			3.86	$55,958 55	.....

EMPLOYES AND SALARIES.

No payments made by this company.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	1
Number wooden,	1	1

Gauge of track, 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By advertising annually until date of maturity of the bonds, whenever said bonds can be purchased at not exceeding their par value, amounting at par to the sum of $2,000.00.

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.

By what authority incorporated: Act of April 4, 1868, and supplements thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Austin Corbin,	Philadelphia,	First Monday in May, 1891.
A. A. McLeod,	do.	do. do.
A. H. O'Brien,	do.	do. do.
W. A. Church,	do.	do. do.
W. R. Taylor,	do.	do. do.
W. G. Brown,	do.	do. do.
W. B. Scott,	do.	do. do.

Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadephia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Vice President,	A. A. McLeod,	do.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Rupert and Bloomsburg railroad.	Rupert,	Bloomsburg,	1.6	1.6

STOCKS OWNED.

Bloomsburg Belt Line (total par value,) $4,000 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$55,122 82	Capital stock,	$50,000 00
Stock of other companies owned,	122 00	Current liabilities,	9,452 24
Cash and current assets,	1,036 25		
Profit and loss,	3,171 17	Total,	$59,452 24
Total,	$59,452 24		

IMPORTANT CHANGES DURING THE YEAR.

Road opened for business in August, 1889.

CONTRACTS, AGREEMENTS, ETC.

United States mail: Compensation based on weight of mail.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Averagedaily compensation.
Station agents,	1	$840 00	$2 69
Other station men,	2	880 00	1 41
Enginemen,	1	957 84	3 07
Firemen,	1	648 96	2 08
Conductors,	1	858 00	2 75
Other trainmen,	3	1,716 00	1 87
Section foremen,	1	480 00	1 54
Other trackmen,	2	780 00	1 25
Telegraph operators and dispatchers,	1	427 80	1 37
Total,	13	$7,588 60	.....
Distribution of above:			
Maintenance of way and structures,	3	$1,260 00	.....
Conducting transportation,	10	6,328 60	.....
Total,	13	$7,588 60	.....
Employes in Pennsylvania:			
Total yearly compensation of employes in Pennsylvania, all in Pennsylvania.			

CHARACTERISTICS OF ROAD.

Number iron bridges in Pennsylvania,	3
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	1.75
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	7.25
Gauge of track,	4 ft. 8½ in.

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SALISBURY RAILROAD COMPANY.

Date of organization: May 8, 1875.

By what authority incorporated: Salisbury and Baltimore Railroad Company, State of Pennsylvania, act April 8, 1861, reorganized as to the Salisbury Railroad Company, May 8, 1875.

Operated by the Baltimore and Ohio Railroad Company, lessee.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. Bayne	Pittsburgh	First Monday of May, 1891.
C. S. Wight	Pittsburgh	do. do.
J. B. Jackson	Pittsburgh	do. do.
Johns McCleave	Pittsburgh	do. do.
Chas. Donnelly	Pittsburgh	do. do.
J. M. Schoonmaker	Pittsburgh	do. do.
W. T. Manning	Pittsburgh	do. do.
Francis Burns	Baltimore, Md.	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. V. Patton	Pittsburgh.
Secretary	J. B. Washington	do.
Treasurer	J. B. Washington	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Salisbury Railroad Company.	Salisbury Jc., Pa.,	West Salisbury.	Baltimore & Ohio Railroad Company.	8.60	8.60
Grassy Run Extension	Grassy Run Jc., Pa.,	Co operative Mines.	Baltimore & Ohio Railroad Company.	2.00	2.00
Hocking Extenson	Hocking Jc., Pa.,	Hamilton No. 1, Pa.	Baltimore & Ohio Railroad Company.	1.10	1.10
Total mileage				11.70	11.70

Operated by the Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$256,815 74	Capital stock	$117,800 00
Cost of equipment	9,724 50	Scrip	229 50
Cash and current assets	13 71	Funded debt	150,000 00
Other assets:		Current liabilities	9,713 60
Sundries	217 59		
Profit and loss	10,971 56	Total	$277,743 10
Total	$277,743 10		

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Salisbury Junction, Pa., and branches.	West Salisbury, Pa.	11.7	$12,820 52

EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents	2	$1 33
Other station men	1	1 00
Enginemen	1	3 00
Firemen	1	1 65
Conductors	1	2 88
Other trainmen	3	2 05
Section foremen	3	1 34
Other trackmen	11	1 10
Total	23	....
Distribution of above:		
Maintenance of way and structures	14	....
Conducting transportation	9	....
Total	23	....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	5	5
Trestles:		
Aggregate length	1,360 feet.	1,360 feet.

Gauge of track . . . . . 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of re-organization: June 7, 1880.
By what authority incorporated: March 29, 1871, April 22, 1873.
Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. deB. Keim	Philadelphia	First Monday in May, 1891
S. A. Caldwell	do.	do. do.
A. A. McLeod	do.	do. do.
A. J. Antelo	do.	do. do.
Thomas Cochran	do.	do. do.
W. R. Taylor	do.	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Austin Corbin	Philadelphia.
Vice President	A. A. McLeod	do.
Secretary	Howard Hancock	do.
Treasurer	John Welch	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill and Lehigh railroad.	Reading	Slatington	Philadelphia and Reading Railroad Company.	44.00	.....

Leased to the Philadelphia and Reading Railroad Company, April 11, 1883, for nine hundred and ninety-nine years from May 1, 1883. Lessee pays all expense of operating and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,063,800 32	Capital stock	$50,000 00
Cash and current assets	17,648 13	Funded debt	1,000,000 00
		Current liabilities	31,448 45
Total	$1,081,448 45	Total	$1,081,448 45

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Reading	Slatington	47.80	$30,920 50
Second mortgage	Reading	Slatington		

EMPLOYES AND SALARIES.

General officers, ... 4

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	2	2
Number wooden	51	51
Trestles:		
Number	23	23
Aggregate length	3,327 feet.	3,327 feet.

Gauge of track, ... 4 ft. 8½ in.

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

Operated by the Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.		
J. B. Washington	Pittsburgh	First Wednesday after second Tuesday in December, 1890.		
R. L. Ashhurst	Philadelphia	do.	do.	do.
T. M. King	Baltimore, Md.	do.	do.	do.
J. Vansant Smith	Philadelphia	do.	do.	do.
Geo. deB. Keim	Philadelphia	do.	do.	do.
H. T. Douglas	Baltimore, Md.	do.	do.	do.
John Carroll Walsh	Jerusalem Mills, Md.	do.	do.	do.

Date of last meeting of stockholders for election of directors: Wednesday, December 11, 1889.

Postoffice address of general office: 2400 Chestnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. B. Washington	Pittsburgh.
Secretary and Assistant Treasurer	Theo. Frothingham	Philadelphia.
Treasurer	W. H. Ijams	Baltimore, Md.
Chief Engineer	H. T. Douglas	Baltimore, Md.
Auditor	W. T. Trelin	Baltimore, Md.
Superintendent	J. Vansant Smith	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Schuylkill River East Side Railroad Company.	West side Schuylkill river, Philadelphia.	Park Junction, Philadelphia.	3.6	3.6
Delaware branch.	East side Schuylkill river, Philadelphia.	Pier No. 40, Philadelphia.	7.9	7.9
Total mileage operated. . .	. . . . .	. . . . .	11.5	11.5

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Operated under contract of November 6, 1885, between the Schuylkill River East Side railroad, the Baltimore and Ohio railroad, the Baltimore and Philadelphia railroad and the Philadelphia and Reading railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$9,000,000 00	Capital stock.	$4,500,000 00
Profit and loss.	47,449 38	Funded debt.	4,500,000 00
		Current liabilities.	47,449 38
Total.	$9,047,449 38	Total.	$9,047,449 38

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885, operated by Baltimore and Ohio Railroad Company in connection with the Philadelphia and Reading Railroad Company.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.		Amount of mortgage per mile of line.
		Miles.	
First mortgage.	Point of connection with Philadelphia and Reading railroad in Philadelphia and the town of Chester, in State of Pennsylvania, county of Chester, constructed and to be constructed, together with its branch line, extending from point of connection with the main line, in the city of Philadelphia, to the Delaware river.	11.5	$382,608 70

EMPLOYES AND SALARIES.

This road operated by the Baltimore and Ohio Railroad Company, and this information included in their report.

CHARACTERISTICS OF ROAD.

Bridges:	
Number iron,	2
Trestles:	
Number,	5
Aggregate length,	200 feet.
Tunnels:	
Number,	2
Maximum length,	3,990.05
Minimum length,	401.85
Aggregate length of all tunnels,	4,391.90
Gauge of track,	4 feet 8½ in.

SCHUYLKILL RIVER WEST SIDE RAILROAD COMPANY.

Date of organization: July 16, 1883.
By what authority incorporated: General law of June 8, 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George deB. Keim,	Philadelphia,	Second Monday in January, 1891.
S. A. Caldwell,	Philadelphia,	do. do.
A. J. Antelo,	Philadelphia,	do. do.
Thomas Cochran,	Philadelphia,	do. do.
A. A. McLeod,	Philadelphia,	do. do.
S. R. Shipley,	Philadelphia,	do. do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Austin Corbin,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welsh,	do.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road,	$2,859 10	Capital stock,	$1,500 00
		Current liabilities,	1,359 10
Total,	$2,859 10	Total,	$2,859 10

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERILTICS OF ROAD.

Gauge of track, to be, when constructed,	4 ft. 8½ in.

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.

By what authority incorporated: State of Pennsylvania, act approved March 20, 1827.

Operated by the Philadelphia and Reading Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.		DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street,	Philadelphia,	December, 1890.
Thomas Cochran	do.	do.	do.
Samuel R. Shipley	do.	do.	do.
A. A. McLeod	do.	do.	do.
P. C. Hollis	do.	do.	do.
W. R. Taylor	do.	do.	do.

Date of last meeting of stockholders for election of directors: December 30, 1889.

Postoffice address of general office: 407 Library street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Austin Corbin	407 Library street.
Secretary and Treasurer	P. C. Hollis	407 Library street.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Schuylkill Valley Navigation and Railroad Company.	Port Carbon	Reevesdale	Philadelphia and Reading Railroad Company.	11	11

The Schuylkill Valley navigation and railroad is leased to the Philadelphia and Reading Railroad Company for a term of nine hundred and ninety-nine years.

The lease is dated July 25, 1861.

The annual rental is $29,450 and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$576,840 94	Capital stock	$576,050 00
Cash and current assets	1,360 40	Current liabilities	439 80
		Profit and loss	1,711 54
Total	$578,201 34	Total	$578,201 34

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation
President,	1	$200 00	. . . . .
Secretary and treasurer,	1	250 00	. . . . .
Total,	2	$450 00	$1 23
Distribution of above:			
General administration,	. . . .	$450 00	. . . . .
Total,	. . . .	$450 00	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	4	4
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	10	. . . . .
Aggregate length,	525¼ feet.	. . . . .

Gauge of track, ... 4 ft. 8½ in.

SHADE CREEK RAILROAD COMPANY.

Date of organization: March 23, 1888.
By what authority incorporated: Act of April 29, 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
S. H. Baker,	Pittsburgh.	John Murdock,	Johnstown, Pa.
Jas. M. Coover,	Jenner's X Roads, Pa.	J. M. Murdock,	Johnstown, Pa.
Frank Taylor,	Johnstown, Pa	Edward Pitcairn,	Derry Station, Pa.
A. W. Oxnard,	Johnstown, Pa.		

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. H. Baker,	Pittsburgh.
Secretary,	J. M. Murdock,	Johnstown, Pa.
Treasurer,	A. W. Oxnard,	Johnstown, Pa.

PROPERTY TO BE OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Shade Creek Railroad Company. . .	Fonstwell, Pa., station on B. & O. R. R..	Up Shade Creek to Johnstown Lumber Company's mill.	1	1

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$4,580 59	Capital stock.	$7,700 00
Cost of equipment.	3,050 00		
Cash and current assets.	69 41	Total.	$7,700 00
Total.	$7,700 00		

IMPORTANT CHANGES DURING THE YEAR.

One mile completed of main line, and one-fourth mile of siding.

EMPLOYES AND SALARIES.

None up to June 30, 1890. Road not operated up to this date.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden.	2	2
Trestles:		
Number.	2	2
Aggregate length.	300 feet.	300 feet.

Gauge of track, ... 3 feet.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Date of organization: February 17, 1882.
By what authority incorporated: General law April 4, 1868.
Operated by the Philadelphia and Reading Railroad Company.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. H. Dill,	Lewisburg, Pa.,	Second Monday in January, 1891.	
John C. Smith,	Lewisburg, Pa.,	do.	do.
Levi Rooke,	Winfield, Pa.,	do.	do.
H. E. Davis,	Sunbury, Pa.,	do.	do.
Henry Clement,	Sunbury, Pa.,	do.	do.
John Haas,	Sunbury, Pa.,	do.	do.
C. Q. McWilliams,	Shamokin, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Philadelphia.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. P. Wolverton,	Philadelphia.
Secretary,	Howard Hancock,	do.
Treasurer,	John Welch,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin, Sunbury and Lewisburg railroad.	Shamokin,	W. Milton,	Philadelphia and Reading Railroad Company.	31.10	31.10

The Shamokin, Sunbury and Lewisburg railroad was leased July 20, 1883, to the Philadelphia and Reading Railroad Company for 999 years.

Lessee pays all expense of operating, and meets all the financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,973,761 62	Capital stock,	$2,000,000 00
Cash and current assets,	1,000,846 27	Funded debt,	1,000,000 00
		Current liabilities,	974,607 89
Total,	$3,974,607 89	Total,	$3,974,607 89

IMPORTANT CHANGES DURING THE YEAR.

$500,000 second mortgage bonds canceled; $1,000,000 additional stock issued June 25, 1890.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Shamokin,	West Milton,	31.10	$32,154 34

EMPLOYES AND SALARIES.

General officers,	3

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	2	2
Number iron,	18	18
Number wooden,	24	24
Gauge of track,		4 ft. 8½ ins.

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1858.

By what authority incorporated: Act of March 25, 1858. The road of this company was originally that of the Danville and Pottsville Railroad Company, incorporated under act approved April 8, 1826. That company was succeeded in July, 1852, after sheriff's sale of property, by the Philadelphia and Sunbury Railroad Company, which was sold under foreclosure of second mortgage.

Operated by the Northern Central Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wistar Morris,	Philadelphia,	May 4, 1891.
J. N. DuBarry,	Philadelphia,	do.
A. J. Cassatt,	Philadelphia,	do.
Edmund Smith,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Northern Central Railway Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. B. Roberts,	Philadelphia.
Secretary,	Stephen W. White,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin Valley and Pottsville Railroad,	Sunbury,	Mt. Carmel,	Northern Central Railway Company,	27.30	27.30
Branch,				2.48	2.48
Total mileage,				29.78	29.78

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company, which pays therefor a fixed rental amounting to 7 per cent. per annum interest on bonds, 6 per cent. dividend on capital stock, and taxes.

STOCKS OWNED.

Pennsylvania Railroad Company, 50 shares at $50, total par value $2,500.00; rate, 5½ per cent.; income or dividend received, $124.97.

Received interest at 4 per cent. per annum on $150.00; paid for 3 shares June 21 to November 1, 1889, $2.22; six months' dividend on 43 shares at 2½ per cent., $53.75; six months' dividend on 46 shares at 3 per cent., $69.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$12,080 50	Capital stock.	$890,450 00
Stocks of other companies owned.	2,612 29	Funded debt.	2,000,000 00
Lands owned.	1,968,100 00	Current liabilities.	75,450 00
Cash and current assets.	75,202 54	Profit and loss.	9,164 83
Total.	$2,951,964 83	Total.	$2,951,964 83

IMPORTANT CHANGES DURING THE YEAR.

Purchased four shares of Pennsylvania Railroad Company stock at par, under allotment, $200.00, May 29, 1890.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
First mortgage bonds.	Sunbury,	Mt. Carmel,	27.30	$73,260 07	None.

Over 6,000 acres of coal lands covered by the mortgage in addition to the road.

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, nothing.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone.	2	2
Number iron.	1	1
Number wooden.	24	24
Trestles:		
Number wood.	12	12
Aggregate length.	578 feet.	578 feet.
Telegraph:		
Miles of line owned by this company	26.78	26.78
Miles of wire owned by this company.	55.54	55.54
Miles of wire operated by the Northern Central Railway Co., lessee.	26.78	26.78
Miles of wire operated by the Northern Central Railway Co., lessee.	55.54	55.54

Gauge of track. 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHARON RAILWAY COMPANY.

Date of organization: July 16, 1873.

By what authority incorporated: Organized under an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and by consolidation possesses the franchise, rights and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company by act of June 2, 1870.

If a consolidated company, name the constituent companies: The Sharon Railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, consolidated November 27, 1875, under the act of the general assembly of the Commonwealth of Pennsylvania, approved May 16, 1861, P. L. 1861, pp. 702–704.

Operated by the New York, Pennsylvania and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
P. L. Kimberly	Sharon, Pa.	January, 1891.
J. J. Spearman	Sharon, Pa.	do.
Norman Hall	Sharon, Pa.	do.
Simon Perkins	Sharon, Pa.	do.
J. J. Pierce	Sharpsville, Pa.	do.
Earl Tupper	Cleveland, O.	do.
Fayette Brown	Cleveland, O.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating company: Cleveland, O.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	E. A. Wheeler	Sharon, Pa.
Secretary	John H. Dynes	Cleveland, O.
Treasurer	Charles Hall	Sharon, Pa.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
The Sharon railway	Sharon	Pymatuning	New York, Pennsylvania and Ohio R. R. Co.		7.76
Middlesex extension	Ferrona	West Middlesex			6.82
Sharpsville extension	Boyce	Sharpsville			1.56
Yards and side tracks					7.77
Total mileage					23.91

The Sharon railway is operated by the New York, Pennsylvania and Ohio Railroad Company (Erie system) under a lease for 99 years, bearing date of December 1, 1886.

The rental is payable quarterly, and is based upon the total issue of stock at the rate of 6 per cent. per annum, and upon the first mortgage bonds at the rate of five and five-eighths (5⅝) per cent. per annum. Any excess of income over and above fixed charges, dividends and expenses to be refunded to lessees annually.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$602,316 63	Capital stock	$438,300 00
Cash and current assets	10,607 64	Funded debt	164,000 00
		Current liabilities	16 63
Total	$612,924 27	Profit and loss	10,607 64
		Total	$612,924 27

IMPORTANT CHANGES DURING THE YEAR.

Since last report the first mortgage bonds of the Sharon railway, maturing February 1, 1890, bearing interest at the rate of 7 per cent., amounting to $156,000.00, have been refunded by the issue of new bonds running thirty (30) years from June 1, 1889, amounting to $164,000.00, bearing interest at the rate of four and one-half (4½) per cent. per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED. From—	WHAT ROAD MORTGAGED. To—	WHAT ROAD MORTGAGED. Miles.	Amount of mortgage per mile of line.
First mortgage			23.91	$7,000 00

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	1	1
Trestles:		
Number	35	35
Aggregate length	1,933 feet.	1,933 feet.

Gauge of track . . . . . Standard.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

SHARON AND STATE LINE RAILROAD COMPANY.

Date of organization: February, 1885.

By what authority incorporated: Under the provisions of an act of the general assembly of said commonwealth, approved 4th April, 1868, and supplement approved 28th April, 1871.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
F. H. Buhl.	Sharon, Pa..	Thos. Tanner.	Sharon, Pa.
D. Adams.	Sharon, Pa..		

Postoffice address of general office: Sharon, Mercer county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thomas Tanner.	Sharon, Pa.
Secretary.	David Adams.	do.
Treasurer.	David Adams.	do.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No debt.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1876.

By what authority incorporated: Pennsylvania.

If a consolidated company, name the constituent companies: Sharpsville and Oakland Railroad Company, organized January 25, 1866.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington (*ex officio*)	Pittsburgh, Pa.	Second Monday in January, 1891.
C. K. Lord	Baltimore, Md.	do.
T. D. Messler	Pittsburgh, Pa.	do.
Johns McCleave	Pittsburgh, Pa.	do.
E. B. Taylor	Pittsburgh, Pa.	do.
J. B. Caven	Pittsburgh, Pa.	do.
J. J. Pierce	Sharpsville, Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.
Postoffice address of general office: Box 1028, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. V. Patton	Pittsburgh.
Vice President	J. B. Washington	Pittsburgh.
Secretary	S. K. Harris	Pittsburgh.
Treasurer	J. B. Washington	Pittsburgh.
Counsel	A. F. Henlein	Greenville, Pa.
Auditor	W. L. Washington	Pittsburgh.
General Manager	J. V. Patton	Pittsburgh.
General Passenger and Ticket Agent	W. L. Washington	Pittsburgh.
Superintendent	Wm. Truby	Sharpsville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sharpsville railroad	Sharpsville	Wilmington Junc.	17	17
Lackawannock branch	Lackawannock Junc.	Lack. Mines	.80	....
Furnace branch	In borough of	Sharpsville	.92	....
Sharon branch*	Sharpsville	Sharon	.75	....
Neshannock branch	Summit	Neshannock	1.06	....
Siding and yard tracks			2.00	5.53
Total mileage operated			22.53	22.53

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$423,340 24	Capital stock	$350,000 00
Cost of equipment	26,896 19	Current liabilities	93,219 56
Cash and current assets	14,345 32	Profit and loss	16,048 05
Sundries	12,209 43		
Materials and supplies	2,496 43	Total	$459,267 61
	350 00		
Total	$459,267 61		

* Sharon Branch projected to Sharon, Pa., on 7 miles at present built.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	5	$2,950 00	
General office clerks	1	180 00	
Station agents	4		$0 79
Other station men	1		1 00
Enginemen	2		2 75
Firemen	2		1 75
Conductors	2		2 55
Other trainmen	7		1 75
Machinists	1		2 10
Carpenters	1		1 40
Other shopmen	2		1 50
Section foremen	7		1 15
Other trackmen	1		1 15
Total	36		
Distribution of above:			
General administration	4		
Maintenance of way and structures	9		
Maintenance of equipment	5		
Conducting transportation	18		
Total	36	$3,130 00	
Employes in Pennsylvania:			
Total number of employes in Pennsylvania: All			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	
Number wooden	4	
Trestles:		
Number	3	
Aggregate length	220	

Gauge of track, ... 4 ft. 8½ in.

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization: August 19, A. D. 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by the Tionesta Valley railroad.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Walter Horton	Sheffield, Warren county, Pa.	John McNair	Sheffield, Warren county, Pa.
Jerry Crary	Sheffield, Warren county, Pa.	J. H. Horton	Sheffield, Warren county, Pa.
Geo. Horton	Sheffield, Warren county, Pa.	Webb Horton	Middletown, N. Y.
Isaac Horton	Sheffield, Warren county, Pa.	J. F. Schoellkopf	Buffalo, N. Y.
C. W. R. Radeker	Sheffield, Warren county, Pa.		

Date of last meeting of stockholders for election of directors: January 9, 1890.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Walter Horton	Sheffield, Warren county, Pa.
Vice President	Webb Horton	Middletown, N. Y.
Secretary	Jerry Crary	Sheffield, Warren county, Pa.
Treasurer	Charles Sigel	Sheffield, Warren county, Pa.
General Solicitor, Attorney or Counsel	C. H. Noyes and Hinckley	Warren, Warren county, Pa.
Auditor	A. H. Bailey	Sheffield, Warren county, Pa.
General Manager	Isaac Horton	Sheffield, Warren county, Pa.
General Passenger Agent, General Ticket Agent, General Freight Agent	George Horton	Sheffield, Warren county, Pa.
General Superintendent	Jerry Crary	Sheffield, Warren county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sheffield and Spring Creek	Sheffield Junction	Straights	.....	.9

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tionesta Valley railroad at an annual rental of $300.

SHENANGO VALLEY RAILROAD COMPANY.

Date of organization, May 3, 1886.
By what authority incorporated: Act approved April 4, 1868, and the acts supplementary thereto.
Operated by the Lake Shore and Michigan Southern Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Dan. P. Eells	Cleveland, Ohio	Second Monday of January, 1891.	
L. C. Higgins	Cleveland, Ohio	do.	do.
Jos. N. McClure	Sharon, Pa.	do.	do.
John Phillips	Sharon, Pa.	do.	do.
Frank H. Buhl	Sharon, Pa.	do.	do.
Joseph Forker	Sharon, Pa.	do.	do.
Enoch Filer	Sharon, Pa.	do.	do.
James S. Fruit	Sharon, Pa.	do.	do.
Geo. D. Kelley	Sharpsville, Pa.	do.	do.
Walter Pierce	Sharpsville, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

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Postoffice address of general office: Care of Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

Postoffice address of operating company: Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Dan. P. Eells	Cleveland, Ohio.
Secretary and Treasurer	L. C. Higgins	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shenango Valley railroad.	Sharon, Pa.	Ohio State Line.	The Lake Shore and Michigan Southern Railroad Company.	1.95	1.95

Under date of October 1, 1889, the capital stock and outstanding liabilities and obligations of the Shenango Valley Railroad Company were purchased by the Mahoning Coal Railroad Company, whose road is under perpetual lease to the Lake Shore and Michigan Southern Railway Company, and a contract entered into giving the said Mahoning Coal Railroad Company full possession of all the property of said Shenango Valley Railroad Company, and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity, the Mahoning Coal Railroad Company to pay all taxes and assessments and cost of maintaining corporate organization, and maintain the property in good condition and repair.

Under same date the said Shenango Valley Railroad Company was leased in perpetuity, by the Mahoning Coal Railroad Company, to the Lake Shore and Michigan Southern Railway Company, at an annual rental of forty per cent. of the gross earnings, and the payment of all taxes, and the maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$127,787 33	Capital stock	$60,000 00
		Value of notes given contractors	67,787 33
Total	$127,787 33	Total	$127,787 33

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Length	320 ft.	320 ft.

Gauge of track . . . . . 4ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

SHERRICK RUN RAILWAY COMPANY.

Date of organization: July 18, 1883.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to "An act to authorize the formation of railroad corporations," approved April 4, 1868.

Not in operation; in course of construction.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFCE ADDRESS.
H. C. Frick.	Pittsburgh.	W. F. McCook.	Pittsburgh. . . . .
Henry Phipps, Jr.. . . .	do.	G. B. Bosworth.	do.
George Lander.	do.	C. H. Spencer.	do.
John Walker.	do.		

Date of last meeting of stockholders for election of directors: January 14, 1889.

Postoffice address of general office: Pittsburgh, 42 Fifth avenue.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	H. C. Frick.	Pittsburgh.
Secretary.	C. H. Spencer.	do.
Treasurer.	G. B. Boswith.	do.
Chief Engineer.	W. F. McCook.	do.

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SINNEMAHONING VALLEY RAILROAD COMPANY.

Date of organization: May 8, 1885.

By what authority incorporated: Pennsylvania, general law, approved April 4, 1868.

Operated by the Sinnemahoning Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Goodyear.	Buffalo, N. Y.	January 13, 1891.
C. W. Goodyear.	Buffalo, N. Y.	do.
H. A. Avery.	Forest House, Pa.	do.
I. L. Craven.	Emporium, Pa.	do.
N. N. Metcalf.	Austin, Pa.	do.
W. I. Lewis.	Coudersport, Pa.	do.
M. M. Griffin.	Wrights, Pa.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Buffalo, N. Y., and Austin, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	F. H. Goodyear.	Buffalo, N. Y.
Vice President.	C. W. Goodyear.	Buffalo, N. Y.
Secretary.	N. N. Metcalf.	Austin, Pa.
Treasurer.	E. O. Cheney.	Buffalo, N. Y.
Chief Engineer.	F. S. Curtis.	Austin, Pa.
General Solicitor, Attorney or Counsel.	W. I. Lewis.	Coudersport, Pa.
Auditor.	E. O. Cheney.	Buffalo, N. Y.
General Manager.	C. W. Goodyear.	Buffalo, N. Y.
General Passenger Agent.	H. C. Underhill.	Buffalo, N. Y.
General Ticket Agent.		
General Freight Agent.		
General Superintendent.	Geo. A. Caldwell.	Austin, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sinnemahoning Valley Railroad Company.	Keating Summit, Pa.	Costello, Pa.	12.23	12.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$90,000 00	Capital stock.	$90,000 00
Cash and current assets.	9,386 11	Current liabilities.	4,171 71
		Profit and loss.	5,214 33
Total.	$99,386 11	Total.	$99,386 11

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	4	$8,500 00	.....
General office clerks	4	2,880 00	$2 00
Station agents	2	1,440 00	2 00
Other station men	2	1,080 00	1 50
Enginemen	2	2,160 00	3 00
Firemen	2	1,440 00	2 00
Conductors	2	2,160 00	3 00
Machinists	13	8,112 00	2 00
Other trackmen	25	6,238 00	1 25
Total	56	$34,010 00	.....
Distribution of above (approximated):			
General administration	8	$11,380 00	$5 00
Maintenance of way and structures	25	6,238 00	1 25
Maintenance of equipment	13	8,112 00	2 00
Conducting transportation	10	8,280 00	.....
Total	56	*$34,010 00	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	56	.....	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	1	1
Trestles:		
Number	5	5
Aggregate length	.....	425 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
By what authority incorporated: Under general law, approved June 8, 1874.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William H. Jessup	Scranton, Pa.	March 26, 1891.
James B. Weed	Binghamton, New York	do.
H. C. Jessup	Scranton, Pa.	do.
Wm. H. Jessup	Scranton, Pa.	do.
Geo. S. Jessup	Scranton, Pa.	do.
Wm. S. Hill	Binghamton, New York	do.
Horace E. Hand	Scranton, Pa.	do.

Date of last meeting of stockholders for election of directors: March 26, 1891.
Postoffice address of general office: Montrose, Pa.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James B. Weed	Binghamton, New York.
Secretary	Wm. S. Hill	Binghamton, New York.
Treasurer	Frederick M. Weed	Binghamton, New York.
Chief Engineer	A. P. Bovier	Elmira, New York.
General Solicitor, Attorney or Counsel	Wm. H. Jessup	Scranton, Pa.
General Manager	E. C. Rodman	Slate Run, Pa.
General Superintendent	E. C. Rodman	Slate Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Slate Run railroad	Slate Run	North Bend	16	16

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$75,775 52	Capital stock	$75,000
Cost of equipment	10,664 69	Cost of road and equipment above capital charged to operating expenses.	

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen	1	$811 00	$2 75
Firemen	1	482 00	1 60
Other trainmen	3	1,468 00	1 63
Carpenters	1	857 00	2 00
Section foremen	2	1,039 00	2 60
Other trackmen	22	6,589 00	1 00
Total	30	$11,246 00	$11 58
Distribution of above:			
Maintenance of way and structures		$7,628 00	
Maintenance of equipment		857 00	
Conducting transportation		2,761 00	
Total		$11,246 00	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	2	2
Trestles:		
Number	3	3
Aggregate length	300 feet.	300 feet.

Gauge of track, ... 3 feet.

SLATINGTON RAILROAD COMPANY.

Date of organization: June 1, 1888.
By what authority incorporated: Act of April 4, 1868, and supplement thereto.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. H. O'Brien,	Philadelphia,	First Monday in May, 1891.
I. A. Swelgard,	do.	do. do.
C. G. Hancock,	do.	do. do.
D. Jones,	do.	do. do.
C. H. Quarles,	do.	do. do.
J. Walker, Jr.,	do.	do. do.
A. A. McLeod,	do.	do. do.

Date of last meeting of stockholders for election of directors; May 5, 1890.
Postoffice address of general office: 227 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. A. McLeod,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Slatington,	Slatedale Junction,	Walnutport,	Not yet completed.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,729 69	Capital stock,	$20,000 00
Current and cash assets,	18,270 31		
Total,	$20,000 00	Total,	$20,000 00

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SOMERSET COUNTY RAILROAD COMPANY.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Joseph Heinen.	Confluence, Pa..	Frank Swartz.	East Mauch Chunk, Pa..
Frank Sweibinz.	East Mauch Chunk, Pa..	Pius Schweibinz.	East Mauch Chunk, Pa..
John Schabo.	Shamokin, Pa..	Joseph Shaffer.	Mauch Chunk, Pa.

Date of last meeting of stockholders for election of directors: December 31, 1889.
Postoffice address of general office: Confluence, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Max Schweibinz.	Confluence, Pa.
Vice President.	E. B. Leisenring.	Mauch Chunk, Pa.
Secretary.	Joseph Schatzel.	Confluence, Pa.
Treasurer.	P. H. Schweibinz.	Confluence, Pa.
General Manager.	P. H. Schweibinz.	Confluence, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Somerset County Railroad.	Schweibinz Station. . .	Schweibinz Mills. . .	8.3	8.3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$74,300 00	Capital stock.	$68,000 00
		Funded debt.	6,000 00
Total.	$74,300 00	Total.	$74,300 00

IMPORTANT CHANGES DURING THE YEAR.

Cost of road and equipment.	$74,300 00	. . . . .
Capital stock.	. . . . .	$68,000 00
Funded debt.	. . . . .	6,000 00
Net earnings June 30, 1889.	10,670 31	. . . . .
Operating expenses June 30, 1890.	. . . . .	6,347 88
Cost of new road laid.	. . . . .	1,403 58
Earnings June 30, 1890.	7,865 40	. . . . .
Totals.	$92,835 71	$81,751 46
Net earnings.	. . . . .	11,084 25
	$92,835 71	$92,835 71

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization: January 27, 1879.

By what authority incorporated: Somerset and Mineral Point Railroad Company; State of Pennsylvania, act of April 8, 1861; reorganized as Somerset and Cambria Railroad Company, January 27, 1879

Operated by Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. H. Koontz.	Somerset, Pa.,	First Monday in May, 1891.	
Mord Lewis.	Clarksburg, W. Va.,	do.	do.
Robert Garrett.	Baltimore, Md.,	do.	do.
J. V. Patton.	Pittsburgh, Pa.,	do.	do.
W. T. Manning.	Pittsburgh, Pa.,	do.	do.
C. S. Wight.	Pittsburgh, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. B. Washington.	Pittsburgh, Pa.
Secretary.	A. W. Black.	Pittsburgh, Pa.
Treasurer.	W. H. Ijams.	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To.—			
Somerset and Cambria Railroad Company.	Rockwood, Pa.,	Johnstown, Pa.,	Baltimore and Ohio Railroad Company.	45.10	45.10
Total mileage.				45.10	45.10

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,334,917 19	Capital stock.	$1,000,000 00
Cash and current assets.	401,754 95	Funded debt.	754,500 00
Profit and loss.	17,827 86		
Total.	$1,754,500 00	Total.	$1,754,500 00

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Rockwood, Pa.	Johnstown, Pa.	45.10	$1,666 66
Second mortgage	Rockwood, Pa.	Johnstown, Pa.	45.10	11,111 11

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Station agents	5		$1 30
Other station men	4		1 47
Enginemen	2		2 89
Firemen	2		1 75
Conductors	3		2 10
Other trainmen	9		1 35
Section foremen	11		1 42
Other trackmen	57		1 10
All other employes and laborers	6		1 20
Total	99		
Distribution of above:			
Maintenance of way and structures	68		
Conducting transportation	31		
Total	99		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	35	
Number wooden	30	
Trestles:		
Average length	283	
Tunnels:		
Number	1	
Aggregate length of tunnels	322	

Gauge of track, ... 4 ft. 8¾ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental: None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Date of organization: July 25, 1889.
By what authority incorporated: Under act of April 4, 1868, and supplementary acts.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
F. R. Cope.	Philadelphia.	C. F. Howell.	Philadelphia.
S. Shepherd.	do.	E. N. Moor.	do.
E. Hill.	do.		

Date of last meeting of stockholders for election of directors: January 14, 1890.
Postoffice address of general office: 226 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	G. S. Harris.	Philadelphia.
Secretary and Treasurer.	S. Shepherd.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The South Easton and Phillipsburg railroad is now in process of construction, but is not yet completed.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets.	$7,500 00	Capital stock.	$7,500 00
Total.	$7,500 00	Total.	$7,500 00

SOUTH MOUNTAIN RAILWAY AND MINING COMPANY.

Date of organization: Reorganized July, 1877.
By what authority incorporated: General laws, State of Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Fuller.	Pine Grove Furnace, Pa.	Until successor is elected.
Jay Cooke.	Philadelphia.	do. do.
Jay Cooke, Jr.	Philadelphia.	do. do.
C. D. Barney.	Philadelphia.	do. do.
John M. Butler.	Philadelphia.	do. do.
B. J. Woodward.	Philadelphia.	do. do.
E. J. Williams.	New York city.	do. do.

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Date of last meeting of stockholders for election of directors: Second Tuesday in March, 1890.

Postoffice address of general office: Carlisle, Pa.

OFFICERS.

TITLE	NAME.	ADDRESS.
President	J. C. Fuller	Pine Grove Furnace Pa.
Secretary, Treasurer	W. H. Woodward	Carlisle, Pa.
Chief Engineer	A. E. Lehman	Philadelphia.
Auditor, General Freight Agent	C. F. Shower	Carlisle, Pa.
General Superintendent	W. H. Woodward	Carlisle, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
South Mountain Railway and Mining Company.	Carlisle, Pa.	Pine Grove Furnace, Pa.	17.78	17.78
Total mileage operated			17.78	17.78

STOCKS OWNED.

Holly Inn (total par value)	$500 00
Total	$500 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$345,125 12	Capital stock	$200,000 00
Cost of equipment	45,639 29	Funded debt	100,000 00
Stocks of other companies owned	500 00	Profit and loss	138,206 03
Cash and current assets	46,941 62		
Total	$438,206 03	Total	$438,206 03

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 10 cents per one hundred pounds.
United States Postoffice Department, $1,086.84 per annum.
Western Union Telegraph Company, one-half receipts.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Carlisle, Pa.,	Pine Grove Furnace, Pa.	17.78	$5,624 29

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks,	4	$756 00	$0 63
Station agents,	3	414 00	45
Other station men,	5	1,341 62	90
Enginemen,	1	180 16	60
Firemen,	6	1,308 53	74
Conductors,	6	833 35	50
Other trainmen,	5	1,020 43	68
Machinists,	6	962 98	54
Carpenters,	2	572 99	95
Other shopmen,	2	611 12	1 02
Section foremen,	2	413 70	99
Other trackmen,	3	1,064 00	1 18
Switchmen, flagmen and watchmen,	14	2,594 30	62
Telegraph operators and dispatchers,	1	444 54	1 45
All other employes and laborers,	5	261 64	18
	1	145 00	48
Total,	66	$12,924 36	$0 65
Distribution of above:			
General administration,	7	$1,170 00	$0 56
Maintenance of way and structures,	17	3,658 30	72
Maintenance of equipment,	7	2,042 35	97
Conducting transportation,	35	6,053 71	57
Total,	66	$12,924 36	$0 65

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	1	1
Number combination,	1	1
Telegraph:		
Miles of line owned by this company,	17.78	17.78
Miles of wire owned by this company,	26.00	26.00
Miles of line operated by this company,	17.78	17.78
Miles of wire operated by this company,	26.00	26.00

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SOUTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: February 26, 1856.

By what authority incorporated: Incorporated by special act of legislature dated May 5, 1854, under general railroad law of 1849.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt	Grand Central Depot, New York city	January 12, 1891.
Wm. K. Vanderbilt	Grand Central Depot, New York city	do.
H. McK. Twombly	Mills Building, New York city	do.
J. Pierpont Morgan	Wall and Broad streets, New York city	do.
H. F. Dimock	Pier 13 North River, New York city	do.
Wm. C. Whitney	Mills Building, New York city	do.
W. T. Sanger	27th and Railroad streets, Pittsburgh	do.
John H. Weiss	Harrisburg	do.
Lyman D. Gilbert	Harrisburg	do.
M. E. Olmsted	Harrisburg	do.
A. C. Stamm	Harrisburg	do.
Russell Butler	Harrisburg	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 443 Market street, Harrisburg, Pa.

The railroad of this company, being incomplete, there is no part of it in operation.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Robert H. Sayre	Bethlehem, Pa.
Secretary, Treasurer	Fredk. J. Grotevent	Harrisburg.
Chief Engineer	Robt. H. Sayre	Bethlehem, Pa.
General Solicitor, Attorney or Counsel	Francis Lynde Stetson	45 William st., New York.

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: 1st February, 1873.

By what authority incorporated: Laws of Pennsylvania, acts of assembly March 22, 1867, April 30, 1869.

Operated by the Cumberland Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy	Chambersburg, Pa.	May, 1891.
John Stewart	Chambersburg, Pa.	do.
George B. Roberts	Philadelphia	do.
Wistar Morris	Philadelphia	do.
Henry D. Welsh	Philadelphia	do.
J. N. DuBarry	Philadelphia	do.
John P. Green	Philadelphia	do.

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Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thomas B. Kennedy.	Chambersburg, Pa.
Secretary.	W. L. Ritchey.	do. do.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Pennsylvania Railway and Mining Company.	Junction Cumberl'nd Valley railroad.	Mercersburg.	Cumberland Valley Railroad Company.	13.60	13.60
	Mercersburg junction.	Richmond.		7.80	7.80

Leased to and operated by the Cumberland Valley Railroad Company as part of its system, upon the terms: That the receipts shall be applied to cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc., etc., the balance, if any, to be paid to the lessor company. The lease took effect March 1, 1870, to continue for a period of one hundred and ninety-nine years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, including landed estate.	$1,425,000 00	Capital stock.	$800,000 00
Cash and current assets.	23,435 77	Funded debt.	625,000 00
Profit and loss.	1,419 26	Current liabilities.	24,855 03
Total.	$1,449,855 03	Total.	$1,449,855 03

IMPORTANT CHANGES DURING THE YEAR.

The mortgage matured March 1, 1890, but no action has yet been taken relative to foreclosure.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.	Cumberland Valley railroad junction.	Richmond.	21.40	$29,205 60

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	4	4
Trestles:		
Number	2	2
Aggregate length	768 feet.	768 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SOUTH WEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1871.

By what authority incorporated: Act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company March 3, 1877. Uniontown and West Virginia Railroad Company was chartered April 2, 1868, sold March 4, 1874. The Uniontown and West Virginia Railroad Company organized April 3, 1874, by purchase of above road.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John K. Ewing	Uniontown, Pa	March 3, 1891.
John P. Green	Philadelphia	do.
Wm. J. Howard	Philadelphia	do.
Geo. F. Huff	Greensburg, Pa.	do.
Wistar Morris	Philadelphia	do.
Wm. A. Patton	Philadelphia	do.
Robert Pitcairn	Pittsburgh	do.
G. B. Roberts	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.
Geo. A. Torrence	New Haven, Pa.	do.
Henry D. Welsh	Philadelphia	do.
J. F. Wentling	Greensburg, Pa.	do.

Date of last meeting of stockholders for election of directors: March 4, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Tabor Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South West Pennsylvania railway.	Greensburg.	Fairchance.	Pennsylvania Railroad Company.	44.50	44.50
Branches.				55.59	55.59
Total mileage.				100.09	100.09

Leased to Pennsylvania Railroad Company for one year from April 1, 1890. (Renewed every year.) Lessee to maintain and operate the road, and pay net earnings to lessor.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road.	$2,300,370 01	Capital stock.	$1,499,900 00
Cash and current assets.	1,112,615 44	Funded debt.	900,000 00
Other assets:		Current liabilities.	133,268 16
Sinking fund.	38,000 00	Fund for redemption of bonds.	65,415 00
		Profit and loss.	851,402 29
Total.	$3,449,985 45	Total.	$3,449,985 45

IMPORTANT CHANGES DURING THE YEAR.

Dividend in scrip convertible into capital stock December 2, 1889, . . . $499,425 00

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Greensburg.	Fairchance.	44.50	.....
Branches.			55.59	.....
			100.09	$8,999 19

EMPLOYES AND SALARIES.

General officers, 3; total yearly compensation, $600.00.

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone	2	2
Number iron	27	27
Number wooden	65	65
Trestles:		
Number	7	7
Aggregate length	2,696 feet.	2,696 feet.
Telegraph:		
Miles of line owned by this company	55.65	55.65
Miles of wire owned by this company	129.10	129.10
Miles of line operated by Pennsylvania Railroad Company, lessee	55.65	55.65
Miles of wire operated by Pennsylvania Railroad Company, lessee	129.10	129.10

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that whenever the bonds can be purchased at par or less there shall be appropriated out of the net earnings for each six months ending June 30 and December 31, if sufficient therefor, such sum as may be required to purchase at least five bonds. Also, that the interest on the bonds so obtained shall be semi-annually added to the appropriation for purchase of bonds. This provision is inoperative on account of the premium on bonds.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freght lines, of which this road is a member, or which operate over the line of this road: None.

SQUIRREL HILL RAILWAY COMPANY.

Date of organization: October 11, 1887.

By what authority incorporated: Under the act of 1868.

This road is now in the hands of a receiver; is only partly constructed. The floating debt is, as near as can be computed, $38,000; amount of stock paid up, $50,300; total amount of construction, $88,300.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. W. Morris	Pittsburgh	January, 1891.
J. S. Wightman	Pittsburgh	do.
L. DeWolf	Pittsburgh	do.
Alex. Murdoch	Pittsburgh	do.
J. M. Hoeh	Pittsburgh	do.
Harry Brown	Pittsburgh	do.
Jos. Loughrey	Pittsburgh	do.
I. A. Gillespie	Pittsburgh	do.
Wm. Alderson	Pittsburgh	do.
J. B. Murdoch	Pittsburgh	do.

Date of last meeting of stockholders for election of directors: January 21, 1890.

Postoffice address of general office: Pittsburgh.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Geo. W. Morris	Pittsburgh.
Vice President	Alex. Murdoch	do.
Secretary	F. G. Kay	do.
Treasurer	Thos. Wightman	do.
Chief Engineer	J. G. Trimble	do.
General Solicitor, Attorney or Counsel	Knox & Reed	do.

STATE LINE RAILROAD COMPANY.

Date of organization: April 11, 1884.

By what authority incorporated: State of Pennsylvania, acts of April 4, 1868, and June 8, 1874.

Operated by the Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington	Pittsburgh, Pa.	2d Monday in April, 1891.
Johns McCleave	Pittsburgh, Pa.	do. do.
E. C. Converse	cKeesport, Pa.	do. do.
W. T. Manning	Pittsburgh, Pa.	do. do.
E. D. Smith	Pittsburgh, Pa.	do. do.
J. T. Odell	Baltimore, Md.	do. do.

Date of last meeting of stockholders for election of directors: April 14, 1890.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. V. Patton	Pittsburgh, Pa.
Secretary	J. B. Washington	Pittsburgh, Pa.
Treasurer	W. H. Ijams	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line Railroad Company.	Uniontown, Pa.	Redstone, Pa.	Baltimore and Ohio Railroad Company.	2.40	2.40
Redstone Branch	Redstone Junction, Pa.	Redstone, Pa.	Baltimore and Ohio Railroad Company.	1.00	1.00
Total mileage				3.40	3.40

Operated by Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$158,781 12	Capital stock	$260,000 00
Cash and current assets	112,378 56	Profit and loss	11,159 68
Total	$271,159 68	Total	$271,159 68

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
Enginemen	1		$3 26
Firemen	1		1 83
Conductors	1		1 86
Other trainmen	3		1 77
Section foremen	1		1 43
Other trackmen	4		1 20
Total	11		
Distribution of above:			
Maintenance of way and structures	5		
Conducting transportation	6		
Total	11		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	1	1
Number wooden	5	5
Trestles:		
Aggregate length	2,604	2,604

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 2, 1874.

By what authority incorporated: Pennsylvania, act concerning railroads, approved April 8, 1861; also February 19, 1867 (Sullivan and Erie Coal and Railroad Company).

Operated by the Lehgh Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Hoopes,	No. 1531 Arch street, Philadelphia,	May, 1891.
Wm. S. Grant,	No. 1536 Spruce street, Philadelphia,	do.
Henry C. Davis,	New York city,	do.
N. N. Betts,	Towanda, Pa.,	do.
Charles H. Banes,	No. 2021 Spring Garden st., Philadelphia,	do.
Charles Y. Audenried,	No. 1823 Walnut street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 15, 1890.

Postoffice address of general office: 204 Walnut place, Philadelphia, Pa.

Postoffice address of operating company: Lehigh Valley Railroad Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Raymond Claghorn,	Philadelphia.
Secretary,	O. A. Baldwin,	Philadelphia and Towanda, Pa.
Treasurer,		
Assistant Secretary,	G. E. Alkins.	
General Manager,	J. O. Blight,	Towanda, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line and Sullivan Railroad Company.	Bernice, Pa.,	Monroeton,	Lehigh Valley Railroad Company.	25	25
Total mileage,				25	25

The railroad is operated by the Lehigh Valley Railroad Company (Pennsylvania and New York Coal and Railroad Company division).

Under lease dated April, 1884, for fifty years, from May 1, 1884, and details of operations of railroad can be obtained from that company.

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GENERAL BALANCE SHEET.

DR.		CR.	
Estimated cost of road	$625.000 00	Capital stock	$983.550 00
Cost of equipment, mining	38.500 00	Funded debt	300.000 00
Other permanent investments	82.851 48	Current liabilities	29.074 69
Lands owned, 5.000 acres in Sullivan county	500.000 00	Profit and loss	33.324 07
Cash and current assets	99.597 28	Total	$1.345.948 76
Total	$1.345.948 76		

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, 6 per cent.	Bernice	Monroeton	25	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	3	All.
Trestles:		
Number	1	All.
Aggregate length	175 feet.	All.
Telegraph:		
Miles of line owned by this company	25	All.
Miles of wire owned by this company	58	All.
Miles of line operated by this company, leased Lehigh Valley railroad	29	All.
Miles of wire operated by this company	29	All.

Gauge of track, standard, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision in bonds for sinking fund.

STEWART RAILROAD COMPANY.

Date of organization: September 9, 1887.

By what authority incorporated: Act approved April 4, 1868, and the acts supplementary thereto.

Operated by the Lake Shore and Michigan Southern Railway Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Dan P. Eells	Cleveland, O.	Second Monday of January, 1891.	
L. C. Higgins	Cleveland, O.	do.	do.
Jos. N. McClure	Sharon, Pa.	do.	do.
Samuel McClure	Sharon, Pa.	do.	do.

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Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Care of Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

Postoffice address of operating company: Lake Shore and Michigan Southern Railway Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Dan P. Eells	Cleveland, Ohio.
Secretary	L. C. Higgins	do.
Treasurer	L. C. Higgins	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Stewart railroad	The Stewart Iron Works, Sharon, Pa.,	The Ohio line	The Lake Shore and Michigan Southern Railway Company.	.32	.32

Under date of October 1, 1889, the capitol stock and outstanding liabilities and obligations of the Stewart Railroad Company, were purchased by the Mahoning Coal Railroad Company, whose road is under perpetual lease to the Lake Shore and Michigan Southern Railway Company, and a contract entered into giving the said Mahoning Coal Railroad Company full possession of all the property of said Stewart Railroad Company, and the right to collect and receive and retain all income and revenue to be derived from operating said road in perpetuity. The Mahoning Coal Railroad Company to pay all taxes and assessments and cost of maintaining corporate organization, and maintain the property in good condition and repair.

Under same date the said Stewart Railroad was leased in perpetuity by the Mahoning Coal Railroad Company to the Lake Shore and Michigan Southern Railway Company, at an annual rental of forty per cent. of the gross earnings, and the payment of all taxes and the maintenance of the property.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$7,114 20	Capital stock	$7,700 00
Profit and loss	585 80		
Total	$7,700 00	Total	$7,000 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

STEWARTSTOWN RAILROAD COMPANY.

Date of organization : September 22, 1884.
By what authority incorporated : Under general laws of Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. S. Leib,	Baltimore, Md.	January 13, 1891.
Michael Schall,	York, Pa.,	do.
J. Schall Wilhelm,	York, Pa.,	do.
Andrew Anderson,	Stewartstown, Pa.,	do.
Jno. P. Gemmell,	Stewartstown, Pa.,	do.
Jos. W. Anderson,	Stewartstown, Pa.,	do.
A. G. Bowman,	Stewartstown, Pa.,	do.
M. W. Balm,	New Freedom,	do.
Jno. Y. Keeney,	Tolna,	do.
Jno. Wiley,	Norrisville, Pa.,	do.
J. C. Jordon,	Stewartstown, Pa.,	do.
Andrew Leib,	Stewartstown, Pa.,	do.

Date of last meeting of stockholders for election of directors : January 13, 1890.
Postoffice address of general office : Stewartstown.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jas. Fulton,	Stewartstown, Pa.
Vice President,	M. W. Balm,	New Freedom.
Secretary,	Jno. B. Gemmell.	
Treasurer,	Andrew Anderson.	
Auditor,	C. W. Shaw,	Stewartstown, Pa.
General Manager,	Jas. Fulton,	Stewartstown, Pa.
General Passenger Agent,	A. G. Bowman.	
General Ticket Agent,		
General Freight Agent,		
General Superintendent,	Jno. B. Gemmell.	
Division Superintendent,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stewartstown railroad,	New Freedom	Stewartstown,	7.2	7.2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$68,899 17	Capital stock,	$70,000 00
Cost of equipment,	7,168 48	Profit and loss,	7,302 69
Cash and current assets,	1,235 04		
Total,	$77,302 69	Total,	$77,302 69

IMPORTANT CHANGES DURING YEAR.

No extensions or changes during the year.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays us 10 per cent. of gross earnings, and 10 cents per 100 pounds for transportation over the road.

Receive from government $327.04 per year for carrying mails over the road, and delivering the same to offices at the terminals of the road.

Have joint rates with Northern Central Railway Company, in which freight charges are based on a constructive distance of twenty miles for points on our road, the Northern Central Company allowing us arbitrary rates for our proportion of the earnings.

To encourage the building of the Stewartstown road, the Northern Central contracted under date of December 26, 1884, to pay our road 15 per cent. of the gross earnings accruing to said road on all business originating on, or consigned to, points on our road, and destined to, or coming from Baltimore or Harrisburg and intermediate points on the line of the Northern Central road, for a period of five years from October 1, 1885, and by resolution of the Northern Central board of directors, the provissions of said contract were extended for an additional term of five years.

CHARACTERISTICS OF ROAD.

Bridges:	
Number wooden,	1
Trestles:	
Number,	5
Aggregate length, about	1,900 feet.
Gauge of track,	4 ft. 8½ ins

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Have no funded debt.

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania; act of April 14, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. R. Cox,	Norristown,	Third Monday in January,	1891.
F. D. Sower,	Norristown,	do.	do.
John Shingluff,	Norristown,	do.	do.
Daniel C. Getty,	Norristown,	do.	do.
E. C. Potts,	Norristown,	do.	do.
J. P. Hall Jenkins,	Norristown,	do.	do.
John Oberholtzer,	Norristown,	do.	do.
Wm. F. Slingluff,	Norristown,	do.	do.
O. G. Morris,	Line Lexington, Pa.,	do.	do.
D. S. Heebner,	Lansdale, Pa.,	do.	do.
John S. Heebner,	Lansdale, Pa.,	do.	do.
Samuel Dresher,	Norritonville, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 20, 1890.

Postoffice address of general office: 318 DeKalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James Boyd	Norristown.
Secretary, Treasurer	Howard Boyd	do.
General Solicitor, Attorney or Counsel	James Boyd	do.
Auditor	F. C. Boggs	do.
General Passenger Agent, General Ticket Agent, General Freight Agent	Howard Boyd	do.
General Superintendent and Engineer	George B. Boggs	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Stony Creek	Norristown	Lansdale, Pa.	10.30	10.30
Total mileage operated			10.30	10.30

BONDS OWNED.

NAME.	Total amount held.	Rate.	Income or interest received.
Agricultural Improvement Company of Norristown	$300 00	6 per cent.	$9 00
Total	$300 00		$9 00

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road	$543,707 54		Capital stock	$176,100 00
Cost of equipment	397 34		Funded debt	350,000 00
Bonds of other companies owned	300 00		Current liabilities	475,748 23
		$544,404 88	Accrued interest on funded debt not yet payable	6,125 00
Profit and loss		469,068 35	Mortgages	5,500 00
Total		$1,013,473 23	Total	$1,013,473 23

CONTRACTS, AGREEMENTS, ETC.

Express Companies: No contracts.

Mails: No contracts. Compensation for the year, $461.68.

Sleeping, Parlor, etc., Companies: No contracts.

Freight or Transportation Companies or Lines: No contracts.

Other Railroad Companies: No contracts with other railroad companies. In the regular intercourse of business transactions there is a mutual arrangement in the proration of passenger and freight traffics, generally upon a mileage basis.

Steamboat or Steamship Companies: No contracts.

Telegraph Companies: This company has an agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of its wires for railroad purposes at an annual rent of $100.00.

No other contracts.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Mortgage bonds.	Norristown.	Lansdale, Pa.	10.30	$33,980 58	.....

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers.	3	$2,040 00	.....
General office clerks.	2	630 00	$1 73
Station agents.	5	1,836 49	5 03
Other station men.	2	615 08	1 69
Enginemen.	2	1,223 28	3 35
Firemen.	2	729 68	2 00
Conductors.	2	1,054 19	2 89
Other trainmen.	5	1,672 23	4 58
Carpenters.	1	250 00	68
Section foremen.	1	740 00	2 03
Other trackmen.	7	3,286 00	9 00
Switchmen, flagmen and watchmen.	3	1,064 15	2 92
Telegraph operators and dispatchers.	2	964 51	2 64
All other employes and laborers.	5	2,057 39	5 63
Total.	42	$18,163 00	$44 17
Distribution of above:			
General administration.	5	$2,670 00	.....
Maintenance of way and structures.	9	4,276 00	.....
Conducting transportation.	28	11,217 00	.....
Total.	42	$18,163 00	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania.	42	.....	.....
Total yearly compensation of employes in Pennsylvania.	.....	$18,163 00	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron (3 iron truss and 6 iron girder).	9	9
Number wooden (overhead).	4	4
Trestles:		
Number.	1	1
Aggregate length.	50	50
Telegraph:		
Telegraph line owned by the Philadelphia, Reading and Pottsville Telegraph Company.		

Gauge of track, ... **4 ft. 8½ in.**

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QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The amount of principal and interest is guaranteed by the Philadelphia and Reading Railroad Company.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

STRASBURG RAILROAD COMPANY.

Date of organization: Was organized in the year 1851.

By what authority incorporated: Senate and House of Representatives of the Commonwealth of Pennsylvania, in general assembly met in accordance with an act entitled "An act regulating railroad companies," approved the 19th day of February, 1849.

Operated by E. C. Mussleman, lessee.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TRER.
Henry Baumgardner	Lancaster, Pa.	Owners.
Thos. Baumgardner	Lancaster, Pa.	

Postoffice address of general office: Lancaster, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry Baumgardner	Lancaster, Pa.
Treasurer	Thos. Baumgardner	Lancaster, Pa.
General Manager	E. C. Mussleman	Strasburg, Pa.
General Superintendent	E. C. Mussleman	Strasburg, Pa.
Superintendent of Express	E. C. Mussleman, lessee	Strasburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Strasburg railroad	Lemon Place, on Penna. railroad	Strasburg	4.5	4.5

The Strasburg railroad is owned by Thos. and Henry Baumgardner, and is operated by E. C. Mussleman, lessee.

IMPORTANT CHANGES DURING THE YEAR.

No important changes during the year.

CONTRACTS, AGREEMENTS, ETC.

Agreement between Thos. and Henry Baumgardner, owners, and E. C. Mussleman, lessee, to the effect that owners furnish the material, and the lessee keep the road in repair, and pay the owners twelve hundred dollars rent per annum.

Adams Express goods are carried, also mail is carried each way daily.

SECURITY FOR FUNDED DEBT.

No debt on Strasburg railroad.

EMPLOYES AND SALARIES.

General officers: Henry Baumgardner, President; Thos. Baumgardner, Treasurer. One engineman.

Lessee hires all help and pays for same.

CHARACTERISTICS OF ROAD.

Gauge of track: Regular standard gauge.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: There is no debt.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental: None.

SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.

By what authority incorporated: General law of April 8, 1861.

Operated by the Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt	Haverford College, Pa.	May 19, 1891.
John P. Green	Philadelphia	do.
H. H. Houston	Philadelphia	do.
Wistar Morris	Philadelphia	do.
G. B. Roberts	Philadelphia	do.
Henry D. Welsh	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 20, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Sunbury, Hazleton and Wilkes-Barre railroad.	Sunbury.	Tomhicken.	Pennsylvania Railroad Company.	43.44	43.44

Lease to the Pennsylvania Railroad Company for fifty years from May 1, 1878. Lessee maintains and operates the road and pays net earnings to lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$3,485,109 96	Capital stock.	$1,000,000 00
Real estate.	50,000 00	Funded debt.	2,535,000 00
Cash and current assets.	263,289 47	Current liabilities.	2,611 50
Other assets:		Profit and loss.	325,682 93
Sinking fund, series A.	60,000 00		
Sinking fund, series B.	4,895 00	Total.	$3,863,294 43
Total.	$3,863,294 43		

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Sunbury.	Tomhicken.	43.44	$27,302 02
Second mortgage income bonds.	Sunbury.	Tomhicken.	43.44	31,077 60

EMPLOYES AND SALARIES.

General officers, ... 3

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	3	3
Number iron,	6	6
Number wooden,	9	9
Trestles:		
Number,	6	6
Aggregate length,	1,976½ feet.	1,976½ feet.
Telegraph:		
Miles of line owned by this company,	43.23	43.23
Miles of wire owned by this company,	255.33	255.33
Miles of line operated by Pennsylvania Railroad Company, lessee,	43.23	43.23
Miles of wire operated by Pennsylvania Railroad Company, lessee,	255.33	255.33

Gauge of track, ... 4 ft. 9 in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? First mortgage bonds, series A and B; sinking fund: one-half of one per cent. of amount of bonds issued is appropriated annually, together with the interest on bonds already purchased.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 18—.

By what authority incorporated: Under laws of State of Pennsylvania, act March 23, 1865 (P. L. 641), and supplement; April 13, 1868 (P. L. 1870, 1368), and further supplement; February 17, 1870 (P. L. 154), and reorganized, under act of April 8, 1861, on January 6, 1876.

If a consolidated company, name the constituent companies: Middle Creek Railroad Company, act March 23, 1865 (P. L. 641). Name changed to Sunbury and Lewistown Railroad Company. Supplement February 17, 1870 (P. L. 154). Reorganized as Sunbury and Lewistown Railway Company, act April 8, 1861.

Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Aaron Fries,	Bullitt Building, Philadelphia,	May 4, 1891.
Chas. F. Berwind,	Bullitt Building, Philadelphia,	do.
Stephen Green,	27 South Fifth street, Philadelphia,	do.
John Hart,	Doylestown, Pa.,	do.
Samuel G. Lewis,	27 South Fifth street, Philadelphia,	do
John W. Moffly,	27 North Third street, Philadelphia,	do.
George Shannon,	Norristown, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Room 257 Bullitt Building, Philadelphia, Pa.

Postoffice address of operating company: Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Aaron Fries.	Room 257 Bullitt Building, Phila.
Secretary, Treasurer,	Frank S. Lewis.	Room 257 Bullitt Building, Phila.
General Solicitor.	James H. Campbell.	Wayne P. O., Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury and Lewistown railway.	Lewistown.	Selinsgrove Jc.	Pennsylvania Railroad Company.	43.45	43.45

Sunbury and Lewistown railway operated by Pennsylvania Railroad Company for cost and one-half of net earnings after payment of interest on bonds outstanding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,100,000 00	Capital stock.	$600,000 00
Cash and current assets.	105,525 35	Funded debt.	500,000 00
		Profit and loss.	105,525 35
Total.	$1,205,525 35	Total.	$1,205,525 35

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What income mortgaged.
	From—	To—	Miles.		
First mortgage bonds 7 per cent.	Lewistown.	Selinsgrove Jc.	43.45	$11,507 48	All.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron.	9	9
Number wooden.	11	11
Trestles:		
Number.	4	4
Aggregate length.	1,852 feet.	1,852 feet.
Telegraph:		
Miles of line owned by this company.	49.00	49.00
Miles of wire owned by this company.	49.00	49.00
Miles of line operated by Pennsylvania Railroad Company.	49.00	49.00
Miles of wire operated by Pennsylvania Railroad Company.	49.00	49.00

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.
By what authority incorporated: Act of April 4, 1868.
Operated by Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green.	Philadelphia.	February 3, 1891.
Amos R. Little.	Philadelphia.	do.
Wistar Morris.	Philadelphia.	do.
G. B. Roberts.	Philadelphia.	do.
Henry D. Welsh.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa.	do.

Date of last meeting of stockholders for election of directors: February 4, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia.
Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. N. DuBarry.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Tabor Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Susquehanna and Clearfield railroad.	Keating.	Karthaus.	Pennsylvania Railroad Company.	22.78	22.78
Branch.				2.11	2.11
Total mileage.				24.89	24.89

Operated by Pennsylvania Railroad Company under resolution of board of directors adopted July 23, 1884. That company to maintain and operate the road and pay net earnings to the Susquehanna and Clearfield Railroad Company. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$559,681 03	Capital stock	$286,000 00
Right of way and real estate	11,231 52	Funded debt	285,000 00
Cash and current assets	188 25	Current liabilities	55,385 02
Profit and loss	55,279 22		
Total	$626,385 02	Total	$626,385 02

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Keating	Karthaus	22 78	
Branch			2.11	
Total			24.89	$11,450 38

EMPLOYES AND SALARIES.

General officers 3

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	11	11
Telegraph:		
Miles of line owned by this company	22.50	22.50
Miles of wire owned by this company	22.50	22.50
Miles of line operated by Pennsylvania Railroad Company	22.50	22.50
Miles of wire operated by Pennsylvania Railroad Company	22.50	22.50

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained at par or less, shall be annually appropriated therefor, provided the net earnings are sufficient. Up to the present time the net earnings have not been sufficient.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TIOGA RAILROAD COMPANY.

Date of organization: 1851.

By what authority incorporated: Originally organized as the Tioga Navigation Company, April 12, 1828, by special charter from Pennsylvania, of February 28, 1826.

Reorganized in 1851, under special act of 1850, giving power to create new stock, rebuild its line and alter the name to the Tioga Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John King	New York city	First Monday in November, 1890.
John G. McCullough	New York city	do. do.
William Wheelock	New York city	do. do.
Ogden Mills	New York city	do. do.
H. H. Cook	New York city	do. do.
William Libbey	New York city	do. do.
S. M. Felton, Jr.	New York city	do. do.
Andrew Donaldson	New York city	po. do.
Geo. W. Quintard	New York city	do. do.
S. T. Reynolds	Elmira, N. Y.	do. do.
H. W. Rathbone	Elmira, N. Y.	do. do.
F. N. Drake	Corning, N. Y.	do. do.

Date of last meeting of stockholders for election of directors: First Monday in November, 1889.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: 21 Cortlandt street, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John King	P. O. box 839, New York city.
Vice President	S. M. Felton, Jr.	do. do.
Secretary	A. R. Macdonough	do. do.
Treasurer	Edward White	do. do.
Division Superintendent	E. F. Knibbloe.	

General operating officers same as N. Y., L. E. & W. R. R. Co.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tioga railroad	State Line, N. Y.	Hoytville, Pa.	42.826	42.826
Morris Run branch	Blossburg, Pa.	Morris Run, Pa.	3.564	3.564
Elmira State Line railroad	State Line Junc., N. Y.	State Line, Pa.	6.503	
Arnot and Pine Creek railroad	Arnot Junction, Pa.	Hoytville, Pa.	11.834	11.834
Total mileage operated			64.727	58.224

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STOCKS OWNED.

Tioga Hotel stock,	$1,000 00

GENERAL BALANCE SHEET.

DR.			CR.		
Cost of road		$1,474,521 93	Capital stock		$580,900 00
Stocks of other companies owned		1,000 00	Funded debt		789,500 00
Real estate and buildings	$39,391 90		Current liabilities		342 00
Arnot and Pine Creek railroad additions	3,350 74		Accrued interest on funded debt not yet payable	$10,891 66	
		42,742 64	Accrued rentals of leased lines	3,698 50	
Blossburg Coal Company	$1,808,109 38				14,590 16
New York, Lake Erie and Western Railroad Co.	456,972 51		Elmira State Line Railroad Company stock		29,200 00
		2,265,081 89	Profit and loss		2,368,814 30
Total		$3,783,346 46	Total		$3,783,346 46

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the N. Y., L. E. and W. R. R. Co.

Contracts of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, the Morris Run Mining Company, term 20 years. Agreement for interchange of trackage facilities at a fixed rate, one-half of one per cent. per ton per mile, or one dollar per car.

Contract, October 2, 1875, with Northern Central railroad, term ninety-nine years. Tioga connection between Lawrenceville and Elmira to be built, gives Tioga company trackage rights from this connection over roads controlled by the Northern Central Railway Company, at one cent per mile per passenger, and three-quarters of one cent per ton per mile for coal and lumber.

Contract July 1, 1879, with New York, Lake Erie and Western Railroad Company, term five years. Gives trackage rights over the Erie from Southport Junction to Chemung railroad at one cent per mile per passenger, one cent per ton per mile for all freight, $150.00 per month for rent of sidings and use of depots, and three-fourths cents per ton per mile on coal for delivery to Northern Central railway.

SECURITY FOR FUNDED DEBT.

CLASS OF BONDS OR OBLIGATION.	WHAT ROAD MORTGAGED.		Miles.	Amount of mortgage per mile of line.	What equipment mortgaged.	What income mortgaged.
	From—	To—				
First mortgage and third rail mortgage bonds. . .	Coal beds near Blossburg.	Northern boundary line of Pennsylvania near Lawrenceville.			All owned or to be acquired.	All.
Tioga extension.	A point on the main line of the Tioga railroad south of Lawrenceville.	A point on the northern boundary line of Pennsylvania, where it is proposed to intersect said boundary line with the Elmira State Line railroad.	46.39	$13,569 74	Same.	All.
Elmira State Line mortgage.	A point on the Elmira and Williamsport railroad one-half mile southerly from the junction of said Elmira and Williamsport railroad with the Erie railway near the city of Elmira.	A point in the state line between the States of New York and Pennsylvania, distant 8.13 miles or thereabouts from the first mentioned point, and where a branch of the Tioga railroad is to terminate.	6.503	24,604.03	All equipment of the Elmira State Line Railroad Company present or future.	None.

EMPLOYES AND SALARIES.

Incorporated in the report of the New York, Lake Erie and Western Railroad Company.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	9	9
Number wooden	14	12
Trestles:		
Number	65	44
Aggregate length	3,218 feet.	2,112.6 feet.
Gauge of track		4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Track, switches, passenger and freight stations at Elmira and Southport. Pay to the New York, Lake Erie and Western Railroad Company.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TIONESTA VALLEY RAILROAD COMPANY.

Date of organization: September 9, 1879.

By what authority incorporated: Commonwealth of Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter Horton	Sheffield, Pa.	January, 1891.
Jerry Crary	Sheffield, Pa.	do.
John McNair	Sheffield, Pa.	do.
George Horton	Sheffield, Pa.	do.
Isaac Horton	Sheffield, Pa.	do.
C. W. R. Radeker	Sheffield, Pa.	do.
J. H. Horton	Sheffield, Pa.	do.
J. F. Schoellkopf	Buffalo, N. Y.	do.
Webb Horton	Middletown, N. Y.	do.

Date of last meeting of stockholders for election of directors: January 9, 1890.

Postoffice address of general office: Sheffield, Warren county, Pa.

Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Walter Horton	Sheffield, Warren county, Pa.
Vice President	Webb Horton	Middletown, N. Y.
Secretary	Jerry Crary	Sheffield, Warren county, Pa.
Treasurer	Charles Sigel	Sheffield, Warren county, Pa.
General Solicitor, Attorney or Counsel	C. W. Noyes and Hinckley	Warren, Warren county, Pa.
Auditor	A. H. Bailey	Sheffield, Warren county, Pa.
General Manager	Isaac Horton	Sheffield, Warren county, Pa.
General Passenger Agent; General Ticket Agent; General Freight Agent	George Horton	Sheffield, Warren county, Pa.
General Superintendent	Jerry Crary	Sheffield, Warren county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Tionesta Valley railroad	Sheffield, Pa.	Sheffield Junction	18	.....
James branch	Brookston	Murphy	5	.....
Coon Run extension	James branch	Point	2	.....
Cherry Grove railroad	Sheffield	Garfield, Pa.	11	.....
Sheffield and Spring Creek	Sheffield Junction	Straights	9	.....
Total mileage operated			.....	40

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Sheffield and Spring Creek railroad	Sheffield Junction	Straights	Tionesta Valley railroad	....	9
Cherry Grove railroad	Sheffield	Garfield	Tionesta Valley railroad	....	11

Leased to Tionesta Valley railroad at an annual rental of $300 per year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$160,852 97	Capital stock	$100,000 00
Cost of equipment	76,577 90	Current liabilities	79,943 93
Cash and current assets	1,140 59	Profit and loss	58,627 53
Total	$238,571 46	Total	$238,571 46

CONTRACTS, AGREEMENTS, ETC.

Express company: 15 cents per hundred on packages over twenty pounds; 5 cents per package on each package under twenty pounds.

Mail: $41.86 per mile for thirteen miles.

No other contracts existing.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$6,780 00	.....
Station agents	2	1,179 00	$1 90
Other station men	1	547 75	1 75
Enginemen	2	1,440 75	2 12½
Firemen	2	1,017 25	1 63½
Conductors	2	1,173 75	1 87½
Other trainmen	3	1,408 50	1 50
Section foremen	3	1,799 75	1 91½
Other trackmen	34	13,302 50	1 25
Switchmen, flagmen and watchmen	1	547 50	1 50
All other employes and laborers	1	469 50	1 50
Total	57	$29,666 25	.....
Distribution of above:			
General administration	....	$6,780 00	.....
Maintenance of way and structures	....	15,102 25	.....
Maintenance of equipment	....	469 50	.....
Conducting transportation	....	7,314 50	.....
Total	....	$29,666 25	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	57	.....	.....
Total yearly compensation of employes in Pennsylvania	....	$29,666 25	.....

CHARACTERISTICS OF ROAD.

Number of wooden bridges	6
Miles of telephone wire owned by this company	18
Gauge of track	3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

By what authority incorporated: Under the provisions of an act of the general assembly of the Commonwealth of Pennsylvania entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

Operated by Pennsylvania Railroad Company.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. P. Green,	Philadelphia,	May 12, 1891.
N. P. Shortridge,	Wynnwood, Montgomery Co., Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
W. L. Elkins,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 13, 1890.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	James R. McClure,	do.
Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tipton Railroad Company,	Tifton,	Coal mines,	Pennsylvania Railroad Company.	4.44	4.44
Total mileage,				4.44	4.44

The Pennsylvania Railroad Company operates the Tipton railroad as agent, under the following agreement dated May 1, 1886, viz:

1. To keep full and accurate accounts of the receipts and expenditures included in such operations, and to furnish an account of the same at the end of each month to the Tipton Railroad Company.

2. To deduct from the gross receipts all proper operating expenses, and customary charges for the use of the rolling stock used upon the railroad of said company.

3. To pay over any moneys remaining after deducting the expenses and charges in section two recited, to the treasurer of the said company.

4. This arrangement to be terminable at the option of either party upon thirty days' notice, given in writing to the other party, of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR	
Cost of road,	$43,250 00	Capital stock,	$43,250 00
Cash and current assets,	12,355 39	Profit and loss,	12,355 39
Total,	$55,605 39	Total,	$55,605 39

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IMPORTANT CHANGES DURING THE YEAR.

No extension of road put in operation.
No leases taken nor surrendered.
No consolidations nor reorganizations.
No new mortgages nor stock issued.
No important physical changes.
No important financial changes.

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges: Number wooden,	6	6
Gauge of track,		4 ft. 9 ins.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road the for payment of its funded debt? There being no funded debt no provisions are necessary.

TRESCKOW RAILROAD COMPANY.

Date of organization: May 26, 1870.
By what authority incorporated: Under act of April 4, 1868.
Operated by the Central Railroad Company of New Jersey.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia,	January 12, 1891.
Edward Lewis,	do.	do.
T. C. Henry,	do.	do.
E. Hill,	do.	do.
C. F. Howell,	do.	do.
Thos. McKean,	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.
Postoffice address of general office: 226 South Third street.
Postoffice address of operating company: Central Railroad Company of New Jersey, 119 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	Philadelphia.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Treskow Railroad.	Silver Brook. . .	Audenried. . . .	Central Railroad Company of New Jersey.	7.56	7.56

The Treskow Railroad was leased to the Central Railroad Company of New Jersey March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$267,378 40	Capital stock.	$130,000 00
		Current liabilities.	137,378 40
Total.	$267,378 40	Total.	$267,378 40

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization: April 1, 1867.

By what authority incorporated: Act of April 8, 1861, act of February 19, 1867.

If a consolidated company, name the constituent companies: The Moshannon and Clearfield Railway Company was consolidated with the Tyrone and Clearfield Railroad Company May 23, 1884, under agreement dated April 14, 1884.

The Moshannon and Clearfield Railway Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. B. Comegys.	Philadelphia.	May 19, 1891.
John P. Green.	Philadelphia.	do.
Wistar Morris.	Philadelphia.	do.
G. B. Roberts.	Philadelphia.	do.
Henry D. Welsh.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa..	do.

Date of last meeting of stockholders for election of directors: May 20, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tyrone and Clearfield Railway Company.	Vail,	Curwensville,	Pennsylvania Railroad Company.	47.10	47.10
Branches,				61.95	61.95
Total mileage,				109.05	109.05

Leased to the Pennsylvania Railroad Company for fifty years from January 1, 1882. Rental amounts to five per cent. upon the capital stock, interest on bonds (five per cent.), taxes on capital stock and loans, and the amount necessary for the sinking fund. Also, expense of keeping up organization to an amount not exceeding $1,000 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,959,674 65	Capital stock,	$1,000,000 00
Cash and current assets,	180,866 02	Funded debt,	1,000,000 00
		Current liabilities,	32,370 33
Total,	$2,140,540 67	Sinking fund,	68,333 34
		Profit and loss,	39,837 00
		Total,	$2,140,540 67

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Vail and branches	Curwensville,	109.05	$9,500 23

EMPLOYES AND SALARIES.

General officers, ... 3

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	7	7
Number wooden,	48	48
Trestles:		
Number	8	8
Aggregate length,	1,308 feet.	1,308 feet.
Telegraph:		
Miles of line owned by this company	49.74	49.74
Miles of wire owned by this company,	55.44	55.44
Miles of line operated by the Pennsylvania Railroad Co., lessee,	49.74	49.74
Miles of wire operated by the Pennsylvania Railroad Co., lessee,	55.44	55.44

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Appropriation to sinking fund $10,000 annually.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1889.

By what authority incorporated: General law April 4, 1868.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	January 12, 1891.
Amos R. Little,	Philadelphia,	do.
Wistar Morris,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: December 4, 1889.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Trenton Cut-off railroad.	Point in Southampton township, Bucks county, on dividing line between Bucks and Montgomery counties.	Morrisville. . .	Not completed.	15.00	15.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$467,063 18	Capital stock.	$100,000 00
Cash and current assets.	99,919 00	Current liabilities.	467,063 18
Profit and loss.	81 00		
Total.	$567,063 18	Total.	$567,063 18

EMPLOYES AND SALARIES.

General officers. 3

TROUT RUN RAILROAD COMPANY.

Date of organization: December 26, 1889.

By what authority incorporated: Entitled "A supplement to an act entitled An act to authorize the formation and regulation of railroad corporations, approved the eighth day of June, Anno Domini one thousand eigth hundred and seventy-four."

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. Leisenring.	Hazleton, Pa..	January 1, 1891.
J. Frank Torbert.	Jersey Shore, Pa..	do.
John A. Titman.	Shenandoah, Pa..	do.
O. A. Keim.	Shenandoah, Pa..	do.
John F. Finney.	Shenandoah, Pa..	do.
Charles E. Titman.	Shenandoah, Pa..	do.

Date of last meeting of stockholders for election of directors: December 24, 1889.

Postoffice address of general office: Cammal, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Wm. L. Torbert	Girard Manor, Pa.
Vice President	C. E. Titman	Shenandoah, Pa.
Secretary	John F. Finney	Shenandoah, Pa.
Treasurer	I. M. Titman	Shenandoah, Pa.
General Manager	C. E. Titman	Shenandoah, Pa.
General Passenger Agent	O. A. Keim	Shenandoah, Pa.
General Ticket Agent		
General Freight Agent		
General Superintendent	C. E. Titman	Shenandoah, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From	To		
Trout Run Railroad Company	Cammal	Summit	14	14

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General office clerks	1	$600 00	
Enginemen	2		$2 50
Firemen	2		1 75
Other trainmen	6		1 75
Section foreman	1	480 00	
Other trackmen	5		1 25
Total	17		

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number combination	1	
Trestles:		
Number	2	
Aggregate length	402	

Gauge of track, ... 3 ft. 6 in.

TURTLE CREEK VALLEY RAILROAD COMPANY.

Date of organization: May 7, A. D. 1886.

By what authority incorporated: Under provisions of an act of the general assembly of the Commonwealth of Pennsylvania entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4, 1868, and the acts supplementary thereto.

This railroad is under construction.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Pitcairn	Pittsburgh	May 12, 1891
Henry D. Welsh	Philadelphia	do.
Jno. P. Green	Philadelphia	do.
W. H. Barnes	Philadelphia	do.
N. P. Shortridge	Wynnewood, Montgomery Co., Pa.	do.
W. A. Patton	Philadelphia	do.

Date of last meeting of stockholders for election of directors: May 13, 1890.

Postoffice address of general office: No. 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. N. DuBarry	Philadelphia.
Secretary	James R. McClure	do.
Treasurer	James R. McClure	do.
Chief Engineer	W. H. Brown	do.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$192,987 13	Capital stock	$250,000 00
Cash and current assets	150,000 00	Current liabilities	92,987 13
Total	$342,987 13	Total	$342,987 13

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No funded debt.

UNION RAILROAD COMPANY.

Date of organization: January 21, 1889.

By what authority incorporated: Under general act of April 4, 1868, of the general assembly of Pennsylvania (P. L. 62) and the supplements thereto of April 28, 1871 (P. L. 246) and of June 8, 1874 (P. L. 277).

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. E. Jennings	Pittsburgh	When successors are elected.
E. B. Hawkins	do.	
G. T. Richards	do.	

Date of last meeting of stockholders for election of directors: No election since organization.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. Wainwright	Pittsburgh.
Secretary	James Chamberlin	do.
Treasurer	James Chamberlin	do.
General Solicitor, Attorney or Counsel	Gibson D. Packer	do.

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.

By what authority incorporated: General law.

If a consolidated company, name the constituent companies: Ursina and North Fork Railroad Company filed charter October 25, 1871. Ursina and North Fork Railway Company purchased franchise, etc., of the Ursina and North Fork Railroad Company, and re-organized February, 1882, filing charter March 18, 1882.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
J. M. Reid	Connellsville, Pa.	Jas. C. Lindsey	Pittsburgh.
Jos. Albree	Allegheny City, Pa.	B. F. Boyt	Connellsville, Pa.
Edward Scull	Somerset, Pa.	E. H. Reid	Scottdale, Pa.

Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. M. Reid	Connellsville, Pa.
Secretary	Jos. Albree	Allegheny City, Pa.
Treasurer	E. H. Reid	Scottdale, Pa.
General Solicitor, Attorney or Counsel	Geo. W. Gutbree	Pittsburgh.
	Geo. K. Scull	Somerset, Pa.
General Manager	E. H. Reid	Scottdale, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Ursina and North Fork Railway Company.	Ursina.	Edna mines.	4.0	4.0

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$27,000 00	Capital stock.	$20,000 00
Cost of equipment.	3,000 00	Additional cost of road paid by the stockholders, but not adjusted in any shape.	10,000 00
Total.	$30,000 00	Total.	$30,000 00

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.
Enginemen.	1	$565 00
Firemen.	1	420 00
Section foremen.	1	1,313 34
Other trackmen.	8	
Total.	. . .	$2,298 34
Distribution of above:		
Maintenance of way and structures.	. . .	$1,313 34
Conducting transportation.	. . .	985 00
Total.	. . .	$2,298 34
Employes in Pennsylvania:		
All in Pennsylvania.		

CHARACTERISTICS OF ROAD.

Bridges:

Number wooden (all in Pennsylvania), ... 5

Gauge of track, ... 56¾ inches.

WARREN AND FARNSWORTH RAILROAD COMPANY.

Date of organization: Organized as Warren and Farnsworth Valley Railroad Company, April, 1882; reorganized as Warren and Farnsworth Railroad Company, May 15, 1885.

By what authority incorporated: Originally chartered under general law; reorganized under an act entitled "A supplement to an act, entitled 'An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads,'" etc., approved the 25th day of May, 1878.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. Struthers	Warren, Pa.	May 6, 1891.
C. W. Stone	do.	do.
J. H. Eddy	do.	do.
L. D. Wetmore	do.	do.
F. Henry	do.	do.
A. J. Hazletine	do.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: Warren, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	M. Waters	Warren, Pa.
Vice President	M. B. Dunham	Warren, Pa.
Secretary	J. P. Jefferson	Warren, Pa.
Treasurer	A. D. Wood	Warren, Pa.
Auditor	C. P. Wilkins	N. Clarendon, Pa.
General Manager	A. D. Wood	Warren, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From	To—		
Warren and Farnsworth railroad	Clarendon	Vandergrift	10.05	10.05
Garfield Junction	Junction	Garfield	1.12	1.12
Dunham's mill	Junction	Dunham's mill	4.09	4.09
Total mileage operated			15.26	15.26

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$124,478 30	Capital stock	$75,000 00
Cost of equipment	45,438 35	Profit and loss	95,366 12
Cash and current assets	449 47		
Total	$170,366 12	Total	$170,366 12

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express Company by which they pay ten cents per hundred pounds on all express goods shipped over our road.

Contract with United States Government to carry mail for $447.60 per annum, or at rate of $42.75 per mile.

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General manager,	1	$1,200 00	.....
Station agents,	2	1,440 00	$2 40
Enginemen,	1	900 00	3 00
Firemen,	1	600 00	2 00
Other trainmen,	1	540 00	1 80
Section foremen,	1	540 00	1 80
Other trackmen,	2	640 00	1 80
Switchmen, flagmen and watchmen,	1	600 00	2 00
All other employes and laborers,	2	640 00	1 80
Total,	12	$7,100 00	.....
Distribution of above:			
General administration,	1	$1,200 00	.....
Maintenance of way and structure,	2	1,180 00	.....
Conducting transportation,	9	4,720 00	.....
Total,	12	$7,100 00	.....
Employes in Pennsylvania:			
All in Pennsylvania.			

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	4	4
Aggregate length,	514 feet.	514 feet.

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.

By what authority incorporated: Pennsylvania, act of 1874.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. McCullough,	Pittsburgh,	February 3, 1891.
Wm. Mullins,	Pittsburgh,	do.
Thos. D. Messler,	Pittsburgh,	do.
Jas. McCres,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
J. J. Brooks,	Pittsburgh,	do.
J. N. DuBarry,	Philadelphia,	do.
J. F. Temple,	Waynesburg, Pa.,	do.
W. S. Bryson,	Washington, Pa.,	do.
Abner Tharp,	Waynesburg, Pa.,	do.
W. T. Lutz,	Waynesburg, Pa.,	do.
Jacob Swart,	Hopkins Mills, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 4, 1890.

Postoffice address of general office: Pennsylvania avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
Vice President,	Thos. D. Messler,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	Jno. E. Davidson,	Pittsburgh.
Auditor,	Jno. W. Renner,	Pittsburgh.
Superintendent,	C. E. Bower,	Waynesburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Waynesburg and Washington R. R.,	Waynesburg, Pa.,	Washington, Pa.,	28.15	28.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$253,955 75	Capital stock,	$101,854 97
Other assets:		Funded debt,	98,900 00
Sundries,	419 28	Current liabilities,	41,126 23
		Profit and loss,	12,493 83
Total,	$254,375 03	Total,	$254,375 03

CONTRACTS, AGREEMENTS, ETC.

Express Companies: The Adams Express Company pays this company twenty-five cents. per hundred lbs. for all express matter transported, except money carried for the government.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each year.

No contracts with other companies of the nature referred to under these heads.

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Waynesburg, Pa.	Washington, Pa.	28.15	$3,513 32

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$1,620 00	.....
Station agents	7	1,978 87	$0 90
Other station men	3	1,279 60	1 36
Enginemen	2	1,800 00	2 87
Firemen	2	782 50	1 25
Conductors	2	1,388 20	2 21
Other trainmen	5	2,112 75	1 35
Machinists	1	817 15	2 61
Carpenters	6	3,398 55	1 81
Other shopmen	1	406 50	1 29
Section foremen	6	2,347 50	1 25
Other trackmen	19	6,453 00	1 08
Switchmen, flagmen and watchmen	1	634 35	1 73
All other employes and laborers	7	2,950 90	1 34
Total	68	$27,969 87	.....
Distribution of above:			
General administration	4	1,620 00	.....
Maintenance of way and structures	32	11,751 40	.....
Maintenance of equipment	8	4,622 20	.....
Conducting transportation	22	9,976 27	.....
Total	68	$27,969 87	.....
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	68	.....	.....
Total yearly compensation of employes in Pennsylvania	.....	$27,969 87	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	5	5
Trestles:		
Number	14	14
Aggregate length	2,230 feet.	2,230 feet.

Gauge of track, 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No provision has yet been made.

What station-houses, stock-yards or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WEST CHESTER RAILROAD COMPANY.

Date of organization: Chartered February 18, 1831.

By what authority incorporated: Special act February 18, 1831; act April 8, 1833; act April 16, 1838; resolution June 20, 1839; resolution March 11, 1842; act September 6, 1843; act April 11, 1844; act April 27, 1844; act March 8, 1855; act April 19, 1856; act April 21, 1858; act March 17, 1864.

Operated by the Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. B. Comegys.	Philadelphia.	January 19, 1891.
John P. Green.	Philadelphia.	do.
Amos R. Little.	Philadelphia.	do.
Wistar Morris.	Philadelphia.	do.
G. B. Roberts.	Philadelphia.	do.
N. P. Shortridge.	Wynnewood, Pa.	do.
Henry D. Welsh.	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: January 20, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	John P. Green.	Philadelphia.
Secretary.	Albert Hewson.	do.
Treasurer.	Taber Ashton.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The West Chester railroad.	Zermatt.	West Chester.	Pennsylvania Railroad Company.	5	5
Total mileage.				5	5

Leased to the Pennsylvania Railroad Company for ninety-nine (99) years from August 6, 1879, for a rental equal to five per cent. per annum on the capital stock, interest on the bonds (five per cent.) and taxes, together with such sum as may be required for the sinking fund.

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GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road,	$281,282 71	Capital stock,	$165,000 00
Cash and current assets,	7,894 45	Funded debt,	75,000 00
		Current liabilities,	28,496 96
Total,	$289,177 16	Profit and loss,	20,680 20
		Total,	$289,177 16

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds,	Zermatt,	West Chester,	5	$15,000 00

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	1	1
Telegraph:		
Miles of line operated by Pennsylvania Railroad Company, lessee,	5	5
Miles of wire operated by Pennsylvania Railroad Company, lessee,	10	10
Gauge of track,		4 ft. 9 ins.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that a sum equal to one-half of one per cent. upon all the bonds issued shall be appropriated to the purchase of bonds semi-annually, February 1, and August 1, when the earnings are sufficient and when the bonds can be purchased at par or less.

The premium on the bonds renders this provision for a sinking fund inoperative.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WEST CHESTER AND PHŒNIXVILLE RAILROAD COMPANY.

Date of organization: Meeting of incorporators April 6, 1870. Organization completed May 7, 1870.

By what authority incorporated: Charter approved March 9, 1870. Organized under second section act of assembly, February 19, 1849. No amendments or supplements thereto have been made. Under the act of February 19, 1849, "except so far as may be changed by this act of incorporation."

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William E. Lockwood, . .	Glen Loch P. O., Chester county, Pa., or 251 South Third street, Philadelphia, Pa..	No time named or limitation expressed.

Date of last meeting of stockholders for election of directors: Annual meeting first Monday in January; old directors remain; no quorum being present, meeting advertised according to law.

Postoffice address of general office: West Chester, Pa., or 251 South Third street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	William E. Lockwood, ...	Glen Loch, P. O., Chester co., Pa.
Vice President, last acting, . . .	William Painter, ...	Philadelphia.
Secretary, Treasurer, last acting, ...	D. M. McFarland, ...	West Chester, Pa.
Chief Engineer, last acting, . . .	Edward E. Taylor.	
Counsel, last acting, ...	Joseph Hemphil, Esq., ...	West Chester, Pa.
Counsel, last acting, ...	William A. Redding, ...	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
West Chester and Phœnixville Railroad Company.	West Chester, Pa., .	Phœnixville, Pa., .	About 14	All.

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Chartered as Baltimore, Carroll and Frederick railroad, May 27, 1852, and under existing name March 21, 1853.

By what authority incorporated: States of Maryland and Pennsylvania.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robt. Biggs, ...	Baltimore, Md., ...	October, 1890.
Wm. A. Boyd, ...	Baltimore, Md., ...	do.
A. P. Burt, ...	Baltimore, Md., ...	do.
Jno. W. Cable, ...	Baltimore, Md., ...	do.
C. Devries, ...	Baltimore, Md., ...	do.
C. W. Humrichouse, ...	Williamsport, Md., ...	do.
T. Ed. Hambleton, ...	Baltimore, Md., ...	do.
E. G. Hipsley, ...	Baltimore, Md., ...	do.
J. K. Longwell, ...	Westminster, Md., ...	do.
Jno. C. Legg, ...	Baltimore, Md., ...	do.
W. S. Rayner, ...	Baltimore, Md., ...	do.
Edwd. Worthington, ...	Glyndon, Md., ...	do.
Levi Weinberger, ...	Baltimore, Md., ...	do.

Date of last meeting of stockholders for election of directors: October 16, 1889.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President and General Manager	J. M. Hood	Baltimore, Md.
Secretary	Geo. H. Baer	do.
Treasurer		
Chief Engineer	J. M. Hood	do.
General Solicitor, Attorney, or Counsel	Chas. Marshall	do.
Auditor and General Ticket Agent	J. D. Whittington	do.
General Passenger Agent	B. H. Griswold	do.
General Ticket Agent		

PROPERTY OPERATED.

NAME.	TERMINALS		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Western Maryland railroad	Baltimore, Md.	Williamsport, Md.	90	.50
Baltimore and Cumberland Valley railway	Edgemont, Md.	Midvale, Pa.	3.03	3.03
Baltimore and Cumberland Valley railroad	Midvale	Waynesboro', Pa.	4.55	4.55
Baltimore and Cumberland Valley railroad extension	Waynesboro'	Shippensburg, Pa.	26.52	26.52

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or interest received.
Baltimore and Cumberland Valley Railway Company, 850 shares	$42,500 00		None.
Baltimore and Cumberland Valley railroad, 1,534 shares	76,700 00		None.
Baltimore and Harrisburg Railway Company, western extension	240,000 00		
Baltimore and Harrisburg Railway Company	659,050 00		
Total	$1,018,250 00		

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$5,397,354 18	Capital stock	$1,008,700 00
Cost of equipment		Funded debt	4,801,900 00
Stocks of other companies owned	1,018,250 00	Current liabilities	655,883 62
Other permanent investments	550,334 09	Difference in five mortgages and amount authorized issue	96,000 00
Car trust notes outstanding	88,000 00	Baltimore and Cumberland Valley Railway Company	42,500 00
New tracks	57,125 86	Baltimore and Cumberland Valley Railway Company	76,700 00
Cash and current assets	177,478 67	Baltimore and Harrisburg Railway Company, western extension	255,655 59
Funding certificates	228,960 00	Baltimore and Harrisburg Railway Company	659,050 00
Other assets:		Profit and loss	386,569 08
Sinking fund	100,000 00		
Sundries	41,515 49		
Preferred stock issued for accrued interest	324,000 00		
Total	$7,983,018 29	Total	$7,983,018 29

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: 40 per cent. gross receipts.

United States government: $150.48 per mile. Baltimore to Williamsport.

Arrangements to a greater or less extent for making through rates upon agreed percentage bases of division, with Pennsylvania railroad, Shenandoah Valley railroad and southern connections, Baltimore and Ohio railroad, Harrisburg and Potomac railroad, Gettysburg and Harrisburg railroad, and Cumberland Valley railroad.

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Baltimore and Potomac railroad and Northern Central Railway Company for trackage in Baltimore city: Freight, 35 cents per ton; trip passengers, 10 cents each way; commutation and excursion, 6 cents each way; monthly tickets, 4 cents a trip.

Western Union Telegraph Company.

Union News Company, $1,000.00 per annum.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage,	Baltimore,	Williamsport,	90	.....
Second preferred mortgage,	Baltimore,	Williamsport,	90	.....
Third mortgage,	Baltimore,	Williamsport,	90	.....
Fourth mortgage,	Baltimore,	Williamsport,	90	.....
Fifth mortgage,	Baltimore,	Williamsport,	90	.....

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers,	12	$29,875 00	.....
General office clerks,	33	18,720 00	$1 58
Motive power,	2	1,080 00	1 50
Station agents,	53	15,409 14	81
Other station men,	23	9,780 00	1 18
Enginemen,	30	38,441 28	2 10 to 4 45
Firemen,	32		1 50 to 2 50
Conductors,	17	14,647 20	2 20 to 2 90
Other trainmen,	34	19,442 40	1 40 to 2 00
Machinists,	11	7,783 20	2 27
Carpenters,	7	4,639 20	2 12
Other shopmen,	67	31,012 32	1 45
Section foremen,	24	11,520 00	1 53
Other trackmen,	168	55,941 60	1 10
Switchmen, flagmen and watchmen,	17	5,586 00	91
Telegraph operators and dispatchers,	21	9,120 00	1 21
All other employes and laborers,	53	22,763 52	1 19
Total,	599	$295,760 86	.....
Distribution of above:			
General administration,	45	$48,595 00	.....
Maintenance of way and structures,	210	79,153 44	.....
Maintenance of equipment,	87	44,514 72	.....
Conducting transportation,	257	123,497 70	.....
Total,	599	$295,760 86	.....

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron,	35	.....
Number wooden,	81	.....
Trestles:		
Number,	30	.....
Aggregate length,	6,022 feet.	.....

Gauge of track, ... 4 ft. 8½ in.

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WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: November 28, 1887.

By what authority incorporated: Under the laws of the States of New York and Pennsylvania.

If a consolidated company, name the constituent companies: Consolidated company. Date of consolidation, November 28, 1887. Formed from constituent companies by the consolidation of the Western New York and Pennsylvania Railway Company of Pennsylvania, and the Western New York and Pennsylvania Railway Company of New York, agreement of consolidation having been filed in the office of the Secretary of State of New York, at Albany, on the 23d day of November, and in the office of the Secretary of the Commonwealth of Pennsylvania, at Harrisburg, on the 28th day of November, A. D. 1887.

Western New York and Pennsylvania Railway Company of Pennsylvania was organized October 20, 1887, under the provisions of the act of assembly of April 8, 1861, and the several supplements and amendments thereto, with a capital of $15,000,000.00, and certificate of organization filed at Harrisburg November 3, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of Pennsylvania at a meeting held November 10, 1887.

Western New York and Pennsylvania Railway Company of New York was organized September 30, 1887, under and in pursuance of an act of legislature of the State of New York, known as chapter 430 of the laws of 1874, entitled "An act to facilitate the reorganization of railroads sold under mortgage and providing for the formation of new companies in such cases," passed May 11, 1874, and the acts amendatory thereof and supplementary thereto, with a capital of $15,000,000.00, certificate of organization filed at Albany October 12, 1887. Authorized by stockholders of Western New York and Pennsylvania Railway Company of New York at a meeting held November 22, 1887.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Calvin H. Allen	Mills Building, New York	January 12, 1891.
Edward L. Owen	71 Wall street	do.
Adolph Engler	160 Pearl street, New York	do.
Isaac N. Seligman	Mills Building, New York	do.
Gustave E. Kissel	54 Wall street, New York	do.
John D. Probst	52 Exchange Place, New York	do.
Wm. Mertens	Van Hoffmen & Co., New York	do.
Chas M. Lea	706 Sansom street, Philadelphia	do.
Samuel G. DeCoursey	242 South Third street, Philadelphia	do.
George E. Bartol	139 South Front street, Philadelphia	do.
Wm. T. Tiers	11 South Front street, Philadelphia	do.
E. W. Clark, Jr.	Bullitt Building, Philadelphia	do.
Pascal P. Pratt	Buffalo, N. Y.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Buffalo, N. Y.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Calvin H. Allen	New York city.
Vice President	Samuel G. DeCoursey	Philadelphia.
Assistant to President	James E. Shields	Buffalo.
Secretary	Joseph R. Trimble	Philadelphia.
Treasurer	Franklin S. Buell	Buffalo.
Chief Engineer	R. D. McCreary	Buffalo.
General Counsel	Frank D. Sturges	New York city.
General Solicitor	James D. Hancock	Buffalo.
Auditor	Wm. L. Doyle	Buffalo.
General Passenger Agent	J. A. Fellows	Buffalo.
General Freight Agent	E. T. Johnson	Buffalo.
General Superintendent	Robert Bell	Buffalo.
Division Superintendent	Henry Dwyer	Buffalo.
Division Superintendent	J. W. Watson	Olean.
Division Superintendent	E. A. Fisher	Oil City.
Purchasing Agent	J. H. Poole	Buffalo.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage in Pennsylvania.
Main line owned:				
Western New York and Pennsylvania R. R.	Buffalo	Emporium	118.24	41.90
Western New York and Pennsylvania R. R.	Buffalo	Oil City	136.40	50.60
Western New York and Pennsylvania R. R.	Stoneboro	New Castle	36.00	36.00
Western New York and Pennsylvania R. R.	Olean	Oil City	109.90	72.10
			400.54	200.60
Branch lines owned:				
Western New York and Pennsylvania R. R.	Tryonville	Union	16.30	16.30
	Titusville	Pioneer	8.90	8.90
			25.20	25.20
Line operated under contract:				
Philadelphia and Erie	Warren	Irvineton	6.30	6.30
Lines of proprietary companies:				
All of whose capital stock is owned by this company.				
Union Terminal	Buffalo	D., L. & W. crossing	2.31	....
Olean, Bradford and Warren (N. Y.)	Olean	State Line	12.00	....
Olean, Bradford and Warren (Penn'a)	State Line	Bradford	14.00	14.00
Kendall and Eldred	Eldred	Tarport	18.00	18.00
Bradford Railway Company	Bradford	Kinzua Junction	14.00	14.00
Kinzua Railroad Company	Kinzua Junction	Kinzua	12.00	12.00
McKean and Buffalo	Larabee	Clermont	22.15	22.15
Genessee Valley canal	Hinsdale	Rochester	98.90	....
Genessee Valley Terminal	Rochester	Lincoln Park	2.46	....
Rochester, New York and Pennsylvania	Nunda Junction	Swains	11.00	....
			206.82	80.15
Total mileage operated			638.86	312.25

BONDS OWNED.

Second mortgage bonds, Western New York and Pennsylvania Railroad Company	$494,667 02
First mortgage bonds, L. and P. railroad	64,500 00
Income bonds, L. and P. railroad	32,250 00

These L. and P. railroad bonds, with L. and P. railroad stock, as shown on next page, have been forwarded to the reorganization committee of that road for exchange into new securities of the reorganized road when same is completed.

STOCKS OWNED.

Capital stock of this company,	$10,275,656 00
Capital stock of L. and P. railroad, common,	100,000 00
Capital stock of L. and P. railroad, preferred,	95,125 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$58,544,963 64	Capital stock,	$30,000,000 00
Cost of equipment,	2,955,775 07	Funded debt,	30,894,892 69
Bonds and stocks of other companies owned, valued at,	252,010 00	Current liabilities,	697,895 22
Second mortgage bonds owned by company,	494,667 02	Interest not yet accrued on car trust, payments to the maturity of the same,	51,874 01
Cash and current assets,	758,209 98	Interest accrued on W. and F. first mortgage bonds due August 1, 1890,	23,333 33
Profit and loss,	1,211,254 56	Real estate mortgage,	353,904 00
Total,	$64,216,880 27	Old coupon account, balance due,	262 50
		Non-convertible income scrip,	390,367 20
		Second mortgage bond interest scrip issued, $1,278,652 49; Second mortgage bond interest scrip unissued, 525,698 32	1,804,351 32
		Total,	$64,216,880 27

IMPORTANT CHANGES DURING THE YEAR.

Extensions of road put in operation: Three miles of second track between South Buffalo and Ebenezer stations has been nearly completed during the year, at a cost of $10,897.28.

Leases taken or surrendered: The Rochester, New York and Pennsylvania railroad track from Nunda to Swains, heretofore leased to and operated by the Lackawanna and Pittsburgh railroad, was surrendered to this company September 1, 1889, and is now included in trackage operated by this road. Use of Lake Shore and Michigan Southern railroad tracks between Stoneboro' and Oil City per contract dated November 1, 1882, surrendered November 1, 1889. Use of New York, Pennsylvania and Ohio railroad tracks, etc., at Oil City, per contract dated February 1, 1883, surrendered November 1, 1889.

Consolidations or reorganizations effected: Of the $25,868.00 unissued non-convertible scrip referred to in the last annual report, $13,155.00 has been issued during this year, and charged to cost of road account, and $2,010.00 has been purchased and added to stocks and bonds owned by company, leaving $10,703.00 to be issued hereafter.

New mortgages or stock issued: First mortgage bonds amounting to $250,000.00 have been sold during the year. Second mortgage bonds amounting to $7,000 00 have been purchased and canceled. Five new equipment trusts or contracts have been issued during the year for twenty locomotives and six caboose cars, aggregating, with interest on deferred payments, $218,246.64, on which payments have been made of $33,094.57, leaving $185,152.07 outstanding. Principal and deferred interest, amounting to $255,939.72, accrued on equipment trusts issued previous to this year, has been paid, leaving $303,614.63 principal and accrued interest on such equipment trusts outstanding. During the past year the net earnings from operating the road, after deducting payments for additions to the equipment and the property, have not been sufficient to pay the interest on the second mortgage bonds in cash, therefore convertible income scrip has been issued amounting to $975,179.14 and charged to income account, together with $1,544,172.18 issued during the previous two years. These scrip certificates are convertible at the option of holders into debenture bonds, in accordance with the terms of the second mortgage and at the request of the holders of the certificates. Debenture bonds have been issued for Western New York and Pennsylvania railroad second mortgage income scrip exchanged $388,000.00, aggregating, with those issued during the previous year, $715,000.00. Convertible

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income scrip, issued in payment for interest on second mortgage bonds during the period ending June 30, 1889, has been charged against income account for this year in addition to that accruing during the year ending June 30, 1890.

CONTRACTS, AGREEMENTS, ETC.

Express Companies: American Express Company, June 3, 1883.

Mails: Postmaster General's adjustment contracts as follows: Route 6058, Buffalo to Emporium, August 30, 1889; route 6061, Buffalo to Corry, August 29, 1889; route 6123, Rochester to Hinsdale, August 29, 1889; route 8025, Irvine to Corry, September 3, 1889; route 8068, Bloomfield to Tryonville, September 27, 1889; route 8091, Larabee to Clermont, September 3, 1889; route 8096, New Castle to Stoneboro', October 14, 1889; route 8121, Bradford to Olean, September 3, 1889; route 8122, Summit City to Bradford, September 27, 1889; route 8164, Warren to Salamanca, September 5, 1889; route 8188, Bradford to Kinzua, April 7, 1890.

Freight Lines: Empire Transportation Company, April 1, 1873. Empire Transportation Company for Green Line business, November 4, 1875.

Other Railroad Companies: Buffalo Creek Railroad Company, January 1, 1888. Pennsylvania Railroad Company, Clermont Line, July 8, 1889.

Telegraph Companies: Western Union Telegraph Company, September 1, 1880, and May 20, 1882.

Other Contracts: Pennsylvania Railroad Company, Warren and Irvineton traffic, April 13, 1887.

SECURITY FOR FUNDED DEBT.

First mortgage bonds, first lien on entire system except Union Terminal property in Buffalo, 632.56 miles. Second lien on all equipment except such as is purchased by sale of first mortgage bonds upon which latter it is a first lien. Second lien on all corporate stocks and bonds owned by company.

Second mortgage bonds, second lien on the entire system, 632.56 miles. First lien on all equipment except such as is purchased from proceeds of first mortgage bonds sold, upon which it is a second lien. First lien on all corporate stocks and bonds owned by this company.

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	16	$54,800 40	. . . . .
General office clerks	77	57,260 04	$2 06
Station agents	122	67,299 96	1 81
Other station men	239	106,443 96	1 48
Enginemen	141	156,618 71	3 70
Firemen	139	78,309 38	1 85
Conductors	93	77,963 07	2 80
Other trainmen	240	154,744 72	2 15
Machinists	76	50,160 00	2 20
Carpenters	120	78,768 00	2 18
Other shopmen	636	353,430 00	1 70
Section foremen	122	65,880 00	1 80
Other trackmen	634	218,927 28	1 15
Switchmen, flagmen and watchmen	129	70,354 80	1 80
Telegraph operators and dispatchers	84	46,922 00	1 85
All other employes and laborers	145	99,612 00	2 29
Total	3,070	$1,737,494 32	$1 70
Distribution of above:			
General administration	15	$40,298 40	. . . . .
Maintenance of way and structures	927	388,457 13	$1 26
Maintenance of equipment	1,089	616,956 99	1 70
Conducting transportation	1,039	691,781 80	1 99
Total	3,070	$1,737,494 32	$1 70
Employes in Pennsylvania:			
Total number of employes in Pennsylvania, estimated	1,535	. . . . .	. . . . .
Total yearly compensation of employes in Pennsylvania, estimated	. . . .	$868,747 16	. . . . .

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	26	6
Number wooden	64	31
Number iron girders	39	3
Number wood girders	398	174
Trestles:		
Number	220	119
Aggregate length	39,203	18,500

Gauge of track,	All except 70 miles	4 ft. 8½ in.
	Seventy miles	3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Prospective earnings.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All the terminal facilities in the city of Buffalo are owned by the Union Terminal Railroad Company, and are used by this company. No rental has been paid except that the property has been maintained and all taxes paid.

Name all the associations to which this road is a party, whose object is the regulation and control of passenger or freight traffic: Central Traffic Association, passenger and freight, Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line and Green Line, operated.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: Incorporated by act of March 22, 1860.

By what authority incorporated: Act of March 22, 1860, act of April 27, 1864, supplement to act of April 27, 1864, March 9, 1865, act of March 22, 1865, supplement to act of incorporation April 17, 1866, act of April 10, 1867, act of February 25, 1870, act of March 25, 1871.

Operated by the Pennsylvania Railroad Company.

NAME OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	February 18, 1891.
Wistar Morris	do.	do.
G. B. Roberts	do.	do.
Henry D. Welsh	do.	do.

Date of last meeting of stockholders for election of directors: February 19, 1890.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. DuBarry,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Western Pennsylvania railroad.	Bolivar,	Butler,	Pennsylvania Railroad Company.	70.63	70.63
Pittsburgh branch,	Butler junction,	Allegheny City.	Pennsylvania Railroad Company.	27.60	27.60
Total mileage,				98.23	98.23

Leased to the Pennsylvania Railroad Company dated June 1, 1888, for forty (40) years from that date, lessee to maintain and operate the road and pay net earnings to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,318,613 50	Capital stock,	$1,775,000 00
Cash and current assets,	846,215 42	Funded debt,	4,225,000 00
		Current liabilities,	67,090 24
Total,	$7,164,828 92	Mortgages and ground rents,	77,302 50
		Profit and loss,	1,020,436 18
		Total,	$7,164,828 92

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, main line,	Bolivar,	Butler,	70.63	
First mortgage, Pittsburgh branch,	Butler junction,	Allegheny,	27.60	
Registered coupon bonds,			98.23	$43,011 30

EMPLOYES AND SALARIES.

General officers, ... 3

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number stone,	9	9
Number iron,	17	17
Number wooden,	19	19
Trestles:		
Number,	1	1
Aggregate length,	400 feet.	400 feet.
Tunnels:		
Number,	3	3
Maximum length,	1,425 feet.	1,425 feet.
Minimum length,	600 feet.	600 feet.
Aggregate length of all tunnels,	3,414 feet.	3,414 feet.
Telegraph:		
Miles of line owned by this company,	99.23	99.23
Miles of wire owned by this company,	215.81	215.81
Miles of line operated by Pennsylvania Railroad Company, lessee,	99.23	99.23
Miles of wire operated by Pennsylvania Railroad Company, lessee,	215.81	215.81

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WHEELING, PITTSBURGH AND BALTIMORE RAILROAD COMPANY.

If a consolidated company, name the constituent companies: Baltimore and Ohio Short Line Railroad Company, organized February 12, 1885, act of April 8, 1861, State of Pennsylvania.

Wheeling, Pittsburgh and Baltimore Railroad Company, organized January 15, 1872, act of April 8, 1861, State of Pennsylvania. House bill No. 3, February 29, 1872, State of West Virginia.

Operated by the Baltimore and Ohio Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. Washington,	Pittsburgh,	Second Monday in January,	1891.
Johns McCleave,	Pittsburgh,	do.	do.
J. V. Patton,	Pittsburgh,	do.	do.
John D. Scully,	Pittsburgh,	do.	do.
Charles F. Mayer,	Baltimore, Md.,	do.	do.
W. W. Smith,	Washington, Pa.,	do.	do.
Wm. Workman,	Washington, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

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OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. B. Washington.	Pittsburgh.
Secretary.	A. W. Black.	Pittsburgh.
Treasurer.	W. H. Ijams.	Baltimore, Md.
Auditor.	W. T. Thelin.	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	From—			
The Wheeling, Pittsburgh and Baltimore railroad.	Glenwood, Pa.,	Zediker, Pa.,	Baltimore and Ohio Railroad Company.	29.4	29.4
	Washington, Pa.,	Wheeling, W. Va.	Baltimore and Ohio Railroad Company.	32.4	20.9
Ohio and Baltimore Short Line railway (western division).	Zediker, Pa.	Washington, Pa.,	Baltimore and Ohio Railroad Company.	4	4
Total mileage.				65.8	54.3

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$7,073,028 80	Capital stock.	$5,500,000 00
Cash and current assets.	4,004,011 76	Funded debt.	5,500,000 00
		Profit and loss.	77,040 56
Total.	$11,077,040 56	Total.	$11,077,040 56

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage northern division.	Glenwood Pa.,	Whitehall, Pa.,	5	$100,000 00
First mortgage consolidated.	Glenwood, Pa.,	Wheeling, W. Va.,	62	80,645 16

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EMPLOYES AND SALARIES.

CLASS.	Number.	Average daily compensation.
Station agents	9	$1 31
Other station men	8	1 21
Enginemen	33	3 69
Firemen	38	1 94
Conductors	27	2 20
Other trainmen	79	1 87
Carpenters	17	2 00
Section foremen	18	1 50
Other trackmen	146	1 20
Switchmen, flagmen and watchmen	8	1 15
Telegraph operators and dispatchers	9	1 35
Employes account floating equipment	44	1 52
All other employes and laborers	57	2 25
Total	493	.....
Distribution of above:		
Maintenance of way and structures	282	.....
Conducting transportation	211	.....
Total	493	.....

CHARACTERISTICS OF ROAD.

Number of iron bridges	19
Number of wooden bridges	54
Aggregate length of trestles	11,474
Gauge of track	4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock yards, or terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

By what authority incorporated: By an act of assembly of the Commonwealth of Pennsylvania, approved the fourth day of April, A. D., 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. Hasell Wilson	Philadelphia	Second Tuesday in February, 1891.	
J. N. Du Barry	Philadelphia	do.	do.
Henry D. Welsh	Philadelphia	do.	do.
N. Parker Shortridge	Wynnewood, Montg'y co., Pa.	do.	do.
Wistar Morris	Philadelphia	do.	do.
Amos R. Little	Philadelphia	do.	do.
J. Bayard Henry	Philadelphia	do.	do.

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Date of last meeting of stockholders for election of directors: February 11, 1890.
Postoffice address of general office: 233 South Fourth street, Philadelphia, Pa.
Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	W. Hasell Wilson.	Philadelphia.
Secretary and Treasurer.	J. S. Vanzandt.	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To			
The Wilcox Railroad Company.	Wilcox, Elk county.	Burning Well, McKean, Co.	Pennsylvania Railroad Company.	5.26	5.26
Total.				5.26	5.26

The Wilcox Railroad Company is operated by the Pennsylvania Railroad Company under certain rules and regulations as set forth in the accompanying copy of resolutions adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company, and the Wilcox Railroad Company, respectively.

No separate accounts thereof being kept, we are unable to report any details as to the operations of the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$25,000 00	Capital stock.	$25,000 00
Total.	$25,000 00	Total.	$25,000 00

EMPLOYES AND SALARIES.

General officers, ... 2

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden.	1	1
Trestles:		
Number.	1	1
Aggregate length.	623 feet.	623 feet.

Gauge of track, ... 4 ft. 9 ins.

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

By what authority incorporated: Under general railroad act of April 4, 1868, and supplement thereto.

Operated by the Lehigh Valley Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Robert H. Sayre.	South Bethlehem, Pa.	John B. Garrett.	Philadelphia.
Wm. Stevenson.	Sayre, Pa.	E. P. Wilbur.	South Bethlehem, Pa.
Geo. W. Shonk.	Wilkes-Barre, Pa.	Two vacancies.	

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Albert Lewis.	Bear Creek, Pa.
Secretary and Treasurer.	Geo. W. Shonk.	Wilkes-Barre, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage in Pennsylvania.
	From—	To—		
Wilkes-Barre and Harvey's Lake railroad.	Luzerne.	Harvey's Lake.	13.45	13.45

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Lehigh Valley Railroad Company operates this road through stock ownership.

GENERAL BALANCE SHEET.

Dr.			
Cost of road.	$252,056 64	Capital stock.	$150,000 00
		Current liabilities.	102,056 64
Total.	$252,056 64	Total.	$252,056 64

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden.	2	2
Trestles:		
Number.	7	7
Aggregate length.	911 feet.	911 feet.

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

By what authority incorporated: Under general law of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope	Philadelphia	January 12, 1891.
S. Shepherd	Philadelphia	do.
E. Hill	Philadelphia	do.
C. F. Howell	Philadelphia	do.
W. A. Buchanan	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: Philadelphia.

Postoffice address of operating company: Central Railroad Company of New Jersey, 119 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. S. Harris	Philadelphia.
Secretary, Treasurer	S. Shepherd	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To—			
Wilkes-Barre and Scranton Railway.	Minooka Jc.	Scranton	Central Railroad Company of New Jersey.	3.87	3.87

The Wilkes-Barre and Scranton Railway was leased to the Lehigh Coal and Navigation Company May 1, 1888. The lease was transferred to the Central Railroad Company of New Jersey May 1, 1888, and the road is operated by that company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$804,322 32	Capital stock	$500,000 00
Cash and current assets	195,677 68	Funded debt	500,000 00
Total	$1,000,000 00	Total	$1,000,000 00

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SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds	Minooka Junc.	Scranton	3.87	

WILKES-BARRE AND WESTERN RAILWAY COMPANY.

Date of organization: Chartered June 22, 1886.

By what authority incorporated: Under general railroad law of State of Pennsylvania.

If a consolidated company, name the constituent companies: Milton and North Mountain Railroad Company, chartered in November, 1885, and the Millville and North Mountain Railroad Company, were merged into the Wilkes-Barre and Western Railway Company, December 25, 1886.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Jos. M. Gazzam	Philadelphia, Pa.	Until election of successor.	
F. M. Kennedy	Philadelphia, Pa.	do.	do.
Morris Liveright	Philadelphia, Pa.	do.	do.
John B. Stetson	Philadelphia, Pa.	do.	do.
Chas. D. Barney	Philadelphia, Pa.	do.	do.
W. C. DeArmond	Philadelphia, Pa.	do.	do.
John M. Sharp	Philadelphia, Pa.	do.	do.
Max Bamberger	Philadelphia, Pa.	do.	do.
Chas. Raht	New York city	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: 817 Girard building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Jos. M. Gazzam	Philadelphia, Pa.
Secretary	Robt. C. Belville	Philadelphia, Pa.
Treasurer		
Auditor	Robt. C. Belville	Philadelphia, Pa.
General Manager	S. H. Hicks	Philadelphia, Pa.
Superintendent	S. H. Hicks	Watsontown, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Wilkes-Barre and Western railway,	Watsontown, Pa.,	Greenwood, Pa.,	24
Wilkes-Barre and Western railway, Millville branch.	Millville Junction,	Millville, Pa.,	1
Total,			25

CHARACTERISTICS OF ROAD.

Bridges:
Number stone, iron, wooden, combination, ... 30
Tunnels:
Number, ... 1
Maximum length, ... 150 feet.
Telegraph:
Miles of line owned by the company, ... 22
Guage of track, ... 4 ft. 9 in.

WILKES-BARRE AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: Chartered 26th November, 1889.

By what authority incorporated: Chartered under the general laws of Pennsylvania for the incorporation of railroads existing in November, 1889.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Ryman,	Wilkes-Barre, Pa.,	26th November, 1890.
G. R. Bedford,	Wilkes-Barre, Pa.,	do.
Ira E. Hartwell,	Wilkes-Barre, Pa.,	do.
F. C. Sturgess,	Wilkes-Barre, Pa.,	do.
H. A. Fuller,	Wilkes-Barre, Pa.,	do.
Geo. F. Nesbitt,	Wilkes-Barre, Pa.,	do.
F. W. Wheaton,	Wilkes-Barre, Pa.,	do.
E. Troxell,	Wilkes-Barre, Pa.,	do.
Gustav E. Kissel,	Morristown, N. J.,	do.
Jos. W. Ogden,	Morristown, N. J.,	do.
A. S. Orr,	Wilkes-Barre, Pa.,	do.

Date of last meeting of stockholders for election of directors: None since organization.

Postoffice address of general office: Wilkes-Barre, Pa.

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OFFICERS.

TITLE	NAME.	ADDRESS.
President	W. P. Ryman	Wilkes-Barre, Pa.
First Vice-President	Gustav E. Kissel	Morristown, N. J.
Secretary	J. W. Ogden	Morristown, N. J.
Treasurer	J. W. Ogden	Morristown, N. J.
Chief Engineer	Ira E. Hartwell	Wilkes-Barre, Pa.
General Manager	A. S. Orr	Wilkes-Barre, Pa.

PROPERTY OPERATED.

No part of this road has been constructed yet, hence no operations, and no expenditures of moneys by the company, and no receipts from any source whatever.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? None:

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.

By what authority incorporated: Under the laws of general assembly of State of Delaware of February 22, 1877, and law of State of Pennsylvania of April 8, 1861.

If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylvania was merged with the Wilmington and Northern Railroad Company of Delaware, consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861, March 24, 1865, and April 10, 1869. Name of original corporation, The Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Col. H. A. DuPont	Wilmington, Del.	First Monday in May, 1891.
George Brooke	Birdsboro', Pa.	do. do.
Dr. Chas. Huston	Coatesville, Pa.	do. do.
A. L. Foster	Montchanin, Del.	do. do.
John S. Gerhard	251 South Fourth street, Philadelphia	do. do.
William DuPont	Wilmington, Del.	do. do.
Col. L. Heber Smith	Joanna Furnace, Pa.	do. do.

Date of last meeting of stockholders for election of directors: May 5, 1890.

Postoffice address of general office: Wilmington, Del.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Col. H. A. DuPont	Wilmington, Del.
Secretary	E. B. Shurter	Wilmington, Del.
Treasurer	A. G. McCausland	Wilmington, Del.
Chief Engineer	F. L. Hills	Wilmington, Del.
General Solicitor, Attorney or Counsel	E. G. Bradford, for Delaware	Wilmington, Del.
	Wm. M. Hayes, for Pennsylvania	West Chester, Pa.
Auditor	T. B. Townsend	Wilmington, Del.
General Manager	Col. H. A. DuPont	Wilmington, Del.
General Passenger Agent, General Ticket Agent, General Freight Agent	Bowness Briggs	Wilmington, Del.
Superintendent	A. G. McCausland	Wilmington, Del.
General Baggage Agent	Bowness Briggs	Wilmington, Del.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Lines owned:				
Main line	Wilmington, Del.	Highs Junction, Pa.	71.5	58.5
Wharf branch	Junction with main line near Cedar street, Wilmington, Del.	W. and N. R. R. wharf, Christiana river with spur to Delaware Mills, Del.	.60	....
Delaware River Extension branch	Junction with main line, Beech street, Wilmington, Del.	W. and N. R. R. wharf, Delaware river, Del.	3.7	....
South Walnut street branch	Junction with Delaware River extension branch at South Wilmington.	Market street bridge, South Wilmington.	1.07	....
Christiana avenue branch	Junction with Delaware River extension branch, South Wilmington.	Third street bridge, South Wilmington.	1.87	....
Kentmere branch	Junction with main line near Silverbrook, Del.	Kentmere, Del., including spur to Hagley, Del.	2.77	....
Rockland branch	Montchanin, Del.	Rockland, Del.	1	....
French Creek branch	Springfield, Pa.	St. Peters, Pa.	5.90	5.90
Lines operated under contract:				
Schuylkill and Lehigh railroad	Highs Junction, Pa.	Second and Cherry streets, Reading.	2.42	2.42
West Reading railroad	Second and Pine streets, Reading.	Junction with Lebanon Valley railroad.	1.47	1.47
Lebanon Valley railroad	Junction with West Reading railroad.	Philadelphia and Reading railroad station, Reading.		
Total mileage operated			92.80	68.29

STOCKS OWNED.

New Jersey and Wilmington Ferry Company, par value	$8,000 00
Wilmington Agricultural and Industrial Association	600 00
Total	$8,600 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,955,061 40	Capital stock	$1,278,050 00
Cost of equipment	313,930 84	Funded debt	500,000 00
Stocks of other companies owned	8,600 00	Current liabilities	136,549 02
Cash and current assets	143,041 01	Accrued interest on funded debt not yet payable	2,083 34
Total	$2,420,633 25	Profit and loss	503,950 89
		Total	$2,420,633 25

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CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company for Wilmington and Northern express business.

Arrangements with United States Government for transporting mails.

Contracts with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad Company, and Pennsylvania Railroad Company for interchange of business already filed by said companies.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
W. and N. R. R. 5 per cent. registered bonds:				
Main line	Wilmington, Del.	Highs Junction, Pa.	71.5	.....
Wharf branch	Junction with main line near Cedar street, Wilmington.	W. and N. R. R. wharf, Christiana river, with spur to Delaware Mills.	.6	.....
Delaware River extension branch	Junction with main line at Beech street, Wilmington.	W. and N. R. R. wharf, Delaware river.	3.7	.....
South Walnut street branch	Junction with Delaware River extension branch, South Wilmington.	Market street bridge, South Wilmington.	1.07	.....
Christiana avenue branch	Junction with Delaware River extension branch, South Wilmington.	Third street bridge, South Wilmington.	1.87	.....
Kentmere branch	Junction with main line near Silverbrook, Del.	Kentmere, Del., including spur to Hagley, Del.	2.77	.....
Rockland branch	Montchanin, Del.	Rockland, Del.	1	.....
French Creek branch	Springfield, Pa.	St. Peters, Pa.	5.9	.....
			88.41	$5,655 47

EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	6	$10,700 00	.....
General office clerks	11	6,521 90	$1 90
Station agents	32	16,242 31	1 63
Other station men	14	4,621 85	1 06
Enginemen	20	20,615 00	3 30
Firemen	21	11,779 21	1 80
Conductors	20	17,156 65	2 75
Other trainmen	36	17,955 01	1 60
Machinists	12	7,805 76	2 10
Carpenters	15	9,240 60	2 00
Other shopmen	49	22,377 36	1 45
Section foremen	20	12,069 00	1 94
Other trackmen	79	25,318 56	1 03
Switchmen, flagmen and watchmen	44	22,205 38	1 62
Telegraph operators and dispatchers	15	10,646 25	2 28
All other employes and laborers	85	35,644 29	1 35
Total	479	$250,927 13	$1 68
Distribution of above:			
General administration	17	$17,221 90	$3 25
Maintenance of way and structures	184	73,061 85	1 27
Maintenance of equipment	76	39,423 72	1 66
Conducting transportation	202	121,219 66	1 92
Total	479	$250,927 13	$1 68

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number iron	14	6
Number wooden	14	11
Trestles:		
Number	37	29
Aggregate length	4,320 feet.	2,478 feet.
Telegraph:		
Miles of line owned by this company	79.8	66.2
Miles of wire owned by this company	142.8	115.6
Miles of line operated by this company	79.8	66.2
Miles of wire operated by this company	142.8	115.6

Gauge of track, ... 4 ft. 8¾ in

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? After twenty years, from December 1, 1887, company has the right, from time to time, to redeem as many bonds as it shall have money to pay on such terms as it may deem advisable, and, for the further purpose of forming a sinking fund, company may purchase bonds at public or private sale, which bonds shall be cancelled.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Philadelphia and Reading Railroad Company's passenger station, Reading, Pa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association, middle states, National Association of General Passenger and Ticket Agents, Freight Claim Agents' Association, eastern, southern and middle states.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Blue Line, Merchants' Despatch, Nickel Plate Line, West Shore Line, Hoosac Tunnel Line, Erie Despatch, Traders' Despatch, Lehigh Valley Despatch, Lehigh Valley and Wabash Despatch, Southwestern Despatch, Lackawanna Line, Great Eastern Line, Inter-State Despatch, Commercial Express Line, Continental Line, Baltimore and Ohio Kankakee Despatch.

WILLIAMSPORT AND CLEARFIELD RAILROAD COMPANY

Date of organization: July 28, 1882.

By what authority incorporated: Consolidation of Cato and Beech Creek Railway Company and Williamsport and Clearfield Railroad Company, July 28, 1882.

If a consolidated company, name the constituent companies: Cato and Beech Creek Railway Company, under act of general assembly, approved April 4, 1868, charter dated March 16, 1880.

Williamsport and Clearfield Railroad Company, under act of general assembly, approved April 4, 1868, charter dated July 5, 1882.

Consolidated July 28, 1882, under act supplementary to act of February 19, 1849, approved March 24, 1865.

Road not built.

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ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius V. Sidell	New York, N. Y.	Elected January 14, 1884, for one year. No meeting of stockholders held since that date.
Henry Croskey	Philadelphia.	
H. M. Albertson	Philadelphia.	
A. H. Williams	Philadelphia.	
C. S. Riley	Philadelphia.	
W. K. King (resigned Feb. 1, 1886)	Norfolk, Va.	
Wm. B. Hornblower	New York, N. Y.	
Charles D. Ingersoll	New York, N. Y.	
Richard W. Clay	Philadelphia.	

Date of last meeting of stockholders for election of directors: January 14, 1884.

Postoffice address of general office: 522 Walnut street, Philadelphia, Pa.

Road not built or operated.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Cornelius V. Sidell	146 Broadway, New York, N. Y.
Secretary and Treasurer	Charles D. Ingersoll	170 Broadway, New York, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Williamsport and Clearfield Railroad Company, from Jersey Shore to Clearfield (road not built), ... 70 miles.

GENERAL BALANCE SHEET.

	Amount authorized.	Amount issued.
Capital stock	$1,500,000 00	$4,500 00
Funded debt (bonds)	3,000,000 00	230,000 00

SECURITY FOR FUNDED DEBT.

First mortgage bonds (intended to be), from Jersey Shore to Clearfield, 70 miles; amount of mortgage per mile of line, not to exceed $30,000.

Road not built or in operation. No business transacted since making of last report.

WILLIAMSPORT JUNCTION RAILWAY COMPANY.

Date of organization: Articles of association dated March 12, 1890.

By what authority incorporated: Incorporated March 13, 1890, under the provisions of an act of the general assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations" approved April 4, A. D. 1868, and the acts supplementary thereto and for that purpose.

ORGANIZATION.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. La Rue Munson	Williamsport, Pa.	One year.
Addison Candor	Williamsport, Pa.	do.
E. P. Almy	Williamsport, Pa.	do.
Benjamin G. Welch	Hughesville, Pa.	do.
Samuel Wilson	Williamsport, Pa.	do.
James S. Lawson	Williamsport, Pa.	do.

Date of last meeting of stockholders for election of directors: March 12, 1890.

Postoffice address of general office: Williamsport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George L. Sanderson	Williamsport, Pa.
Treasurer	James S. Lawson	Williamsport, Pa.

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: May 21, 1864.

By what authority incorporated: Chartered as Muncy Creek railroad, May 21, 1864. Road opened from Hall's station on the Philadelphia and Reading railroad to Hughesville, 6.5 miles in September, 1871. Placed in the hands of a receiver January 27, 1881. On the 9th of August, 1882, the road was sold by the trustees of the mortgage and purchased by the bondholders who reorganized the company under its present title September 1, 1882. The new company, in 1884, extended the line from Hughesville to Glen Maur, 8 miles. In 1885 from Glen Maur to Sonestown, 8 miles. In October, 1886, from Sonestown to Nordmont, 6 miles, and during March, 1887, an additional 3 miles were graded. On its completion to Bernice, Sullivan county, this road will connect with the State Line and Sullivan railroad.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Sidney F. Tyler	Philadelphia.	J. Bayard Henry	Philadelphia.
Henry D. Welsh	Philadelphia.	Elias Deemer	Williamsport, Pa.
Wm. L. Elkins	Philadelphia.	George L. Sanderson	Williamsport, Pa.
Charles W. Henry	Philadelphia.		

Date of last meeting of stockholders for election of directors: Third Wednesday of May, 1890.

Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	George L. Sanderson	Williamsport, Pa.
Secretary	Elias Deemer	Williamsport, Pa.
Treasurer	James S. Lawson	Williamsport, Pa.
Auditor	Samuel D. Townsend	Hughesville, Pa.
General Manager	Benj. G. Welch	Hughesville, Pa.

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PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Williamsport and North Branch railroad.	Halls.	Nordmont.	27	27

STOCKS OWNED.

NAME.	Total par value.	Rate.	Income or dividend received.
Williamsport and North Branch Telephone Company.	$2,525 00	. . . . .	Leased by railroad.
Total.	$2,525 00	. . . . .	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$1,121,792 22	Capital stock.	$749,200 00
Cost of equipment.	28,700 00	Funded debt.	393,100 00
Stocks of other companies owned. .	2,525 00	Current liabilities.	15,673 87
Lands owned.	19,411 10	Accrued interest on funded debt not yet payable, May and June. . . .	3,790 00
Cash and current assets.	15,654 55	Profit and loss.	26,319 00
Total.	$1,188,082 87	Total.	$1,188,082 87

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. Agreement 40 per cent. net earnings, 10 per cent. gross earnings and $30 per month to baggage master.

Under the provisions of the United States postal laws we receive $48.16 per mile per annum compensation.

Arrangement between the Williamsport and North Branch Railroad Company and the Lehigh Valley Railroad Company.

Contract with the Williamsport and North Branch Telephone Company. Lines leased at 8 per cent. dividend per annum upon outstanding stock.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds.	Halls.	Nordmont. . .	27	$15,000 00

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EMPLOYES AND SALARIES.

CLASS.	Number.	Total yearly compensation.	Average daily compensation.
General officers	2	$2,700 00	
General office clerks	3	866 10	$1 54
Station agents	7	3,249 75	1 29
Other station men	2		1 10
Enginemen	3	3,149 86	2 00
Firemen	3		1 50
Conductors	2	2,396 76	1 75
Other trainmen	3		1 25
Carpenters	1		2 25
Section foremen and one roadmaster	7	11,686 85	1 75, 1 35
Other trackmen	27		1 25
Total	60	$24,049 32	
Distribution of above:			
General administration	5		
Maintenance of way and structures	35		
Maintenance of equipment	2		
Conducting transportation	18		
Total	60		
Employes in Pennsylvania:			
Total number of employes in Pennsylvania	60		
Total yearly compensation of employes in Pennsylvania		$24,049 32	

CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden	6	6
Number combination	15	15
Telephone:		
Telephone leased	58	58

Gauge of track, ... 4 ft. 8½ in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Annual contribution to sinking fund of one per cent. of amount of bonds outstanding.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

By what authority incorporated: Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Lewis	Philadelphia	January 12, 1891
S. Shepherd	do.	do.
E. Hill	do.	do.
C. F. Howell	do.	do.
E. W. Clark, Jr.	do.	do.

Date of last meeting of stockholders for election of directors: January 14, 1890.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: Central Railroad Company of New Jersey, 119 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. S. Harris	Philadelphia.
Secretary and Treasurer	S. Shepherd	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wind Gap and Delaware railroad	Bangor	Saylorsburg	Central Railroad Company of New Jersey	10.84	10.84

The Wind Gap and Delaware Railroad is operated by the Central Railroad Company of New Jersey in connection with the Lehigh and Lackawanna Railroad, under an operating agreement dated January 2, 1888, for the term of five years.

The Central Railroad Company of New Jersey, maintain and operate the road and pay over monthly any surplus of receipts over expenses.

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$160,017 72	Capital stock	$50,000 00
		Current liabilities	110,017 72
Total	$160,017 72	Total	$160,017 72

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YORK AND PEACH BOTTOM RAILWAY COMPANY.

Date of organization: March 1, 1882.
By what authority incorporated: Act of assembly dated April 8, 1861.
Operated by the Maryland Central Railway Company from September 1, 1889.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. H. Houseman	Pittsburgh	May 4, 1891.
Marvin F. Scaife	Pittsburgh	do.
A. C. Dravo	Pittsburgh	do.
W. F. Walworth	Cleveland, Ohio	do.
Samuel Rea	Baltimore, Md.	do.
Wm. Gilmore	Baltimore, Md.	do.

Date of last meeting of stockholders for election of directors: May 5, 1890.
Postoffice address of general office: York, Pa.
Postoffice address of operating company: No. 9 St. Paul street, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Chas. R. McConkey	Peach Bottom, Pa.
Vice President	Samuel Rea	No. 9 St. Paul street, Baltimore, Md.
Secretary	Frank G. Metzger	York, Pa.
Treasurer	Frank G. Metzger	York, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The railroad and property of the York and Peach Bottom Railway Company is leased to the Maryland Central Railway Company for a term of ninety-nine (99) years from and after September 1, 1889, on terms as follows:

To pay cost of maintaining, repairing and operating the said railroad and property.

The payment of taxes lawfully assessed on said railroad and property.

The payment of the semi-annual interest on the bonded indebtedness of the said company.

The payment of an amount not exceeding $500.00 per annum towards maintaining the organization of the lessor of the company.

Any balance remaining to be paid over to the lessor by said lessee.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND OR OBLIGATION.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What equipment mortgaged.
	From—	To—	Miles.		
Series A first preferred Series B second preferred	York	Peach Bottom	.40	$6,248 75	All.

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CHARACTERISTICS OF ROAD.

	On whole length of road.	In Pennsylvania.
Bridges:		
Number wooden.	36	All.
Trestles:		
Number.	14	All.
Aggregate length.	3,068 feet.	All.
Telegraph:		
Miles of line owned by this company.	40	All.
Miles of wire owned by this company.	40	All.
Miles of line operated by Maryland Central.	35	All.
Miles of wire operated by Maryland Central.	35	All.

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities, does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

YOUGHIOGHENY CONNECTING RAILROAD COMPANY.

Date of organization: July 27, 1889.

By what authority incorporated: General railroad act of April 4, 1868, as amended.

Not yet in operation.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
Richard G. Wood.	Allegheny City, Pa.	James S. Kuhn.	McKeesport, Pa.
Chas. H. Reed.	Pittsburgh, Pa.	A. B. Darragh.	Pittsburgh, Pa.
S. J. Macfaren.	McKeesport, Pa.		

Date of last meeting of stockholders for election of directors: July 27, 1889.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Richard G. Wood.	Allegheny City, Pa.
Vice President.	Chas. H. Reed.	Pittsburgh, Pa.
Secretary.	S. J. Macfaren.	McKeesport, Pa.
Treasurer.	Jas. S. Kuhn.	McKeesport, Pa.
General Solicitor, Attorney or Counsel.	Knox & Reed.	Pittsburgh, Pa.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8½ in.

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YOUGHIOGHENY AND ELIZABETH RAILROAD COMPANY.

By what authority incorporated: Letters patent dated April 12, 1883.
Operated by Pittsburgh and Lake Erie. No lease.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. L. Scott	Erie, Pa.	4th Tuesday in May, 1891.	
Jno. S. Richards	Erie, Pa.	do.	do.
Chas. H. Strong	Erie, Pa.	do.	do.
William Brewster	Erie, Pa.	do.	do.
Frank B. Whipple	Erie, Pa.	do.	do.
Matthew H. Taylor	Erie, Pa.	do.	do.
Jas. Matthews	Pittsburgh, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: May 27, 1890.
Postoffice address of general office: Erie, Pa.
Postoffice address of operating company: Pittsburgh and Lake Erie Railway Company, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. L. Scott	Erie, Pa.
Vice President	J. O. Richards	Erie, Pa.
Secretary, Treasurer	W. H. Taylor	Erie, Pa.
General Superintendent	James Matthews	Pittsburgh, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
July 1, 1890.		Capital stock	$50,000 00
Unpaid stock subscriptions	$45,000 00	Total	$50,000 00
Construction work and expenses	4,049 50		
Cash	950 50		
Total	$50,000 00		

IMPORTANT CHANGES DURING THE YEAR.

This company was authorized by letters patent dated February 9, 1883.

The first meeting of directors was held in Pittsburgh, Pa., on April 12, 1883.

This company projects and has surveyed and located a standard gauge railroad from a point on the Youghiogheny river nearly opposite Suterville, Pa., to a point on the Monongahela river at Elizabeth, Pa.

During 1883 about one mile of the proposed line up Douglass run from the Youghiogheny river was graded by the company, the rails thereon being laid by the Pittsburgh, McKeesport and Youghiogheny Railroad Company, the Pittsburgh and Lake Erie Railroad Company, lessee, under an arrangement to reach the Pacific mine of the Lake Erie Gas Coal and Coke Company.

The Pittsburgh and Lake Erie Railroad Company, lessee, is responsible for maintenance, and receives earnings, if any.

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YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

Operated by the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick	Pittsburgh	January 12, 1891.
John Walker	do.	do.
Henry Phipps, Jr.	do.	do.
George Lander	do.	do.
H. M. Curry	do.	do.
Wm. L. Abbott	do.	do.
John G. A. Leishman	do.	do.

Date of last meeting of stockholders for election of directors: January 13, 1890.

Postoffice address of general office: Pittsburgh, Pa., No. 42 Fifth avenue.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	H. C. Frick	Pittsburgh.
Secretary	G. B. Bosworth	do.
Treasurer		
General Solicitor, Attorney or Counsel	W. F. McCook	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Youghiogheny Northern Railway Company.	Broadford	Summit	Pittsburgh, McKeesport and Youghiogheny Railroad Company.	2.223	2.223

The Youghiogheny Northern Railway Company leased to the Pittsburgh, McKeesport and Youghiogheny Railroad Company their entire line, April 1, 1883, for and during the term of fifty years, for a sum of money equal to one dollar per car, for each freight car, loaded with coal or coke, transported over any portion of the railway, by the Pittsburgh, McKeesport and Youghiogheny railroad during the term of this lease.

The Pittsburgh, McKeesport and Youghiogheny railroad are to make all returns to the state.

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GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,000 00	Capital stock,	$400,000 00
Cash and current assets,	8,309 29	Profit and loss,	8,309 29
Total,	$408,309 29	Total,	$408,309 29

CHARACTERISTICS OF ROAD.

Number of wooden bridges,	3
Gauge of track,	4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards, or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

YOUGHIOGHENY SOUTHERN RAILWAY COMPANY.

Date of organization: July 30, 1889.

By what authority incorporated: Incorporated under a supplement passed June 8, 1874, to an act to authorize the formation of railroad corporations, approved April 4, 1868.

Not operating—under course of construction.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.
H. C. Frick,	Pittsburgh.	M. M. Bosworth,	Pittsburgh.
Philip Keller, Jr.,	do.	W. C. McCausland,	do.
John Pontefract,	do.	W. F. McCook,	do.
G. B. Bosworth,	do.		

Date of last meeting of stockholders for election of directors: Annual election not yet held.

Postoffice address of general office: Pittsburgh, Pa., No. 42 Fifth avenue.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary,	G. B. Bosworth,	Pittsburgh.
Treasurer,	M. M. Bosworth,	Pittsburgh.
Chief Engineer,	J. H. Paddock,	Scottdale, Pa.
General Solicitor, Attorney or Counsel,	W. F. McCook,	Pittsburgh.
General Superintendent,	Thos. Lynch,	Greensburg, Pa.

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STREET RAILWAY REPORTS.

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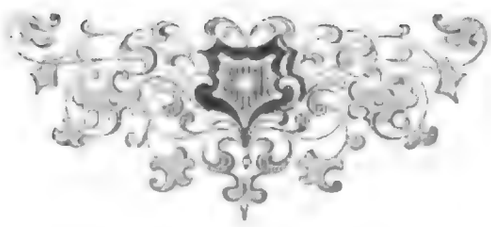

ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	C. H. Harman	New York, N. Y.
Secretary	W. J. Casseday	New York, N. Y.
Treasurer	Dallas Flannagan	New York, N. Y.
General Superintendent	J. A. Bonnell	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Orson Adams	New York, N. Y.	R. E. Wright	Allentown, Pa.
C. H. Harman	New York, N. Y.	Russell A. Thayer	Allentown, Pa.
W. J. Casseday	New York, N. Y.		

By whom is the road operated? Allentown Passenger Railway Company.

General offices of the company at 32 and 34 Nassau street, New York city.

For information relating to this report, address C. H. Harman, president, 32 and 34 Nassau street, New York City.

What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at a point in the eastern portion of the city near the passenger depot of the Central Railroad of New Jersey; thence along Hamilton street to Second street, on Second street to the passenger depot of the Philadelphia and Reading Railroad, and on Second street to Linden street, on Linden street to Ridge avenue, Ridge avenue to Gordon street, Gordon street to Front street, on Front street to a point near Episcopal church in Sixth ward; thence along Tilghman street to Ridge avenue, and Ridge avenue to Gordon street. On Hamilton street, beginning at Second street, to Madison street, in Seventh ward; on Madison street to Gordon street, Gordon street to Seventeenth street, and Seventeenth street to Fair grounds. On Fourth street to Walnut street, on Walnut street to Fifth street, on Fifth street to Hamilton street; on Seventh street from Hamilton street to Allen street, on Allen street to Ninth street, on Ninth street to Gordon street, on Gordon street to Tenth street, and on Tenth street to Hamilton street.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of six sold for	25

SUMMARY OF PAYMENTS.

Construction	$1,323 25
Equipment	131 90
Maintaining the road or real estate of the corporation, and operating the road	21,253 93
Interest	4,500 00
Miscellaneous	281 25
Municipal taxes	130 00
State taxes	112 18
Total	$27,732 51

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GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$90,284 16	Capital stock,	$45,200 00
Car account,	8,806 00	Mortgage debt,	75,000 00
Equipment,	131 90	National Improvement Company,	912 53
Baggage wagons,	475 00	Bills payable,	2,250 00
Horses,	10,815 00		
Tool account,	257 20	Total,	$123,422 53
Harness,	729 80		
Office furniture,	166 00		
Real Estate,	10,000 00		
Cash,	430 22		
Philadelphia and Reading R. R. Co.,	157 50		
Lehigh Valley Railroad Company,	71 70		
Southern National Bank,	50 00		
Postoffice department,	265 80		
Profit and loss,	782 25		
Total,	$123,422 53		

IMPORTANT CHANGES DURING THE YEAR.

Extensive and large improvements to the line have been made during the past year, including the erection of new stables and buildings, addition of new horses and cars and general equipment. The relaying of the old track and the addition of about five miles of new track.

ALTOONA AND HOLLIDAYSBURG ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	A. C. Milliken,	Pottsville, Pa.
Vice President,	Benjamin Wood, Jr.,	Pittsburgh.
Secretary,	Wm. Latshaw,	Pittsburgh.
Treasurer,	Wm. B. Rhodes,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. C. Milliken,	Pottsville, Pa.	Wm. B. Rhodes,	Pittsburgh.
Benjamin Wood, Jr.,	Pittsburgh.	Omor S. Decker,	Pittsburgh.
Wm. H. Latshaw,	Pittsburgh.		

By whom is the road operated? Owned by the company, but not in operation.

General office of the company at Pittsburgh, Pa., office of Chas. H. McKee, Diamond street.

For information relating to this report, address A. C. Milliken, Pottsville, Pa.

What kind of power is used for propelling the cars on your road? None as yet.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter is October 12, 1889. Road not yet constructed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Intended to be constructed as described in the charter of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Capital paid in as above stated,	$5,000 00	Capital stock,	$50,000 00

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BEAVER STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Robert S. Kennedy,	New Brighton, Pa.
Secretary,	Louis E. Guin,	New Galilee, Pa.
Treasurer,	Winfield S. Moore,	Beaver, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. McConnell,	New Brighton, Pa.	A. S. Moore,	Beaver, Pa.
Alex. W. McCoy,	Rochester, Pa.	A. C. Hurst,	Beaver, Pa.
John M. Buchanan,	Beaver, Pa.		

Date of annual meeting for election of directors: January 13, 1890, being second Monday of January.

By whom is the road operated? Road has not yet been built.

General offices of the company at Beaver, Beaver county, Pa.

For information relating to this report, address Louis E. Guin, Beaver, Pa.; Robt. S. Kennedy, New Brighton, Pa.

What kind of power is used for propelling the cars on your road? Electric (when built).

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter is dated August 30, 1889.

Length of road, two miles.

Road not yet constructed.

CHARACTERISTICS OF ROAD.

Route of the streets occupied, and connections with other roads: It is proposed to occupy the following streets: Beginning on Main street in the borough of New Brighton where Pearl street enters the same, in the county of Beaver; thence by Main street to Penn avenue; thence on Penn avenue to a public road on street not yet named; thence by said street or public road running through Rochester township to the Beaver river; thence across said Beaver river on the bridge of Sharon Bridge Company to Water street in Bridgewater borough; thence by Water street aforesaid to where the Beaver and Sharon road enters it; thence on the Beaver and Sharon road to where Market street intersects it; thence by Market street to Bridge street in said borough of Bridgewater, all in the county of Beaver.

BEAVER VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. C. Patterson,	Beaver Falls, Pa.
Secretary,	J. F. Merriman,	do.
Treasurer,	J. F. Merriman,	do.
General Superintendent,	J. H. Witherspoon,	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John Reeves.	Beaver Falls, Pa.	Geo. W. Coates.	Beaver Falls, Pa.
M. L. Knight.	do.	H. W. Reeves.	do.
H. C. Patterson.	do.	Henry Hice.	Beaver, Pa.
J. M. May.	do.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? By the directors of this company.

General offices of the company at No. 1207 Seventh avenue.

For information relating to this report, address J. F. Merriman, secretary.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was organized September 17, 1884; charter granted October 4, 1884; contract let April 1, 1885; cars delivered July 1, 1885, and road opened for travel July 4, 1885.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: North terminus in White township formerly Chipway; thence by Eighth avenue to Seventeenth street; thence by Seventeenth street to Seventh avenue; thence by Seventh avenue south to borough line at Brighton bridge; thence by Brighton bridge to New Brighton; thence by Bridge street to Broadway; thence by Broadway to Pearl street; thence by Pearl street to the Pittsburgh, Fort Wayne and Chicage railway station at New Brighton.

RATES OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Construction,	$1,530 80
Maintaining the road or real estate of the corporation, and operating the road, including interest and taxes and all operating expenses,	19,237 88
Dividends,	2,400 00
New passenger cars and horses,	375 00
Payments to loan account,	750 00
Miscellaneous,	81 38
Total,	$24,375 06

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, building, equipping, stable and office buildings, stock and fixtures, to date.	$53,759 83	Stock sold.	$30,000 00
Paid wages and operating expenses of all kinds last six months ending June 30, 1890.	10,010 54	Bonds sold.	11,500 00
Cash on hand.	42 93	Bills payable.	5,250 00
		Surplus account.	5,350 03
		Earnings from all sources six months ending June 30, 1890.	11,713.27
Total.	$63,813 30	Total.	$63,813 30

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 1, 1890, and July 1, 1890, 4 per cent. dividend payable in cash.

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Paid in dividends, cash,	$2,400 00
Balance for the year, or surplus,	$2,777 42
Surplus at commencement of the year,	2,572 61
Total surplus (all invested in construction road),	$5,350 03

IMPORTANT CHANGES DURING THE YEAR.

Improved the switches and crossing by removing some of the old ones and putting down more improved appliances on different points of the road.

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. H. Myers,	Bethlehem, Pa.
Secretary,	F. A. R. Baldwin,	Allentown, Pa.
Treasurer,	E. M. Young,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. H. Myers,	Bethlehem, Pa.	H. M. Leh,	Allentown, Pa.
Truman M. Dodson,	Bethlehem, Pa.	Morgan F. Mediar,	Allentown, Pa.
A. S. Keck,	Allentown, Pa.	F. A. R. Baldwin,	Allentown, Pa.
James K. Moser,	Allentown, Pa.	E. G. Steinmetz,	Hokendauqua, Pa.
E. M. Young,	Allentown, Pa.		

Date of annual meeting for election of directors: The above organization is the temporary one, and has been continued until this time.

Annual meeting, second Monday in January.

By whom is the road operated? Not yet built.

General offices of the company at Allentown, Pa.

For information relating to this report, address F. A. R. Baldwin, secretary, Allentown, Pa.

What kind of power is used for propelling the cars on your road? Electric road, when built.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, October 29, 1889, as per letters patent then issued.

Time since obtaining charter has been occupied in obtaining information in regard to the various systems for operating electric railroads, surveys of the line, etc., etc. The actual construction has not yet been commenced.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: When built the route will be from the Lehigh river bridge at Allentown, over, upon and along the Allentown and Bethlehem turnpike, through Hanover township, Lehigh county, Pa., and by way of Broad street to Main street, in the borough of Bethlehem, in Northampton county, Pa.; thence returning by the same route, by single or double track, to place of beginning.

SUMMARY OF PAYMENTS.

Miscellaneous,	$146 96

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BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Truman M. Dodson,	Bethlehem, Pa.
Treasurer,	Geo. H. Myers,	Bethlehem, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George H. Myers,	Bethlehem, Pa.	W. E. Doster,	Bethlehem, Pa.
R. H. Sayre,	South Bethlehem, Pa.	Samuel Adams,	South Bethlehem, Pa.
H. Stanley Goodwin,	South Bethlehem, Pa.	Josiah Bachman,	Bethlehem, Pa.
Chas. M. Dodson,	Bethlehem, Pa.		

Date of annual meeting for election of directors: The above organization is the temporary one and has been continued until this time.

By whom is the road operated? Not yet built.

General offices of the company at Bethlehem, Pa.

For information relating to this report, address Geo. H. Myers, treasurer, Bethlehem, Pa.

What kind of power is used for propelling the cars on your road? Electric road, when built.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, November 18, 1889.

Time since obtaining charter has been occupied in obtaining information in regard to the various systems for operating electric railroads, etc.

The actual construction has not yet been commenced.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: When built the route will be from at the intersection of Broad and New streets in the borough of Bethlehem, thence west along Broad street in said borough to Main street; thence south along Main street in said borough to the southern line of said borough; thence south along Main street in the borough of West Bethlehem, across the Lehigh and Susquehanna railroad, canal of the Lehigh Coal and Navigation Company and across the Lehigh river, by way of the Bethlehem Lehigh bridge, to the Northern line of the borough of South Bethlehem; thence in said borough of South Bethlehem along Wyandotte street to its intersection with Broad street; thence east along Broad street to its intersection with Fourth street; thence along Fourth street to its intersection with New street; thence north along New street across New Street bridge to corner of New and Broad, Bethlehem, place of beginning.

SUMMARY OF PAYMENTS.

Miscellaneous,	$84 82

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BLOOMFIELD AND SHADY SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President	H. S. A. Stewart	Pittsburgh, Pa.
Treasurer	William R. Holmes	Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. A. Stewart	Pittsburgh, Pa.	George Rice	Pittsburgh, Pa.
John G. Holmes	do.	Geo. C. Wilson	do.
William R. Holmes	do.		

Date of annual meeting for election of directors: January 15, 1890.

By whom is the road operated: Road not operated.

General office of the company at Pittsburgh, Pa.

For information relating to this report, address H. S. A. Stewart, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 8, 1889, but no part thereof has been built.

BOYD STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Joseph M. Wilson	Pittsburgh.
Vice President	W. W. Murray	do.
Secretary	S. S. Robertson	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray	Pittsburgh.	Joseph Mitchell	Pittsburgh.
H. T. Rowley	Pittsburgh.	S. S. Robertson	Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the Company at 77 Diamond street, Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Railway not yet constructed. Incorporated January 2, 1890.

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BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James Broder,	Bradford, Pa.
Secretary,	N. B. Parsons,	Bradford, Pa.
Treasurer,	A. V. Field,	Kendall Creek, Pa.
General Manager,	A. V. Field,	Kendall Creek, Pa.
General Superintendent,	A. V. Field,	Kendall Creek, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
L. Emory,	Bradford, Pa.	T. L. Higins,	Fredonia, N. Y.
E. Parsons,	Bradford, Pa.	L. Q. Field,	Kendall, Pa.
James Broder,	Bradford, Pa.	A. V. Field,	Kendall, Pa.

Date of annual meeting for election of directors: January 1.

By whom is the road operated? A. V. Field and J. G. Fisher.

For information relating to this report, address A. V. Field, Kendall Creek, Pa.

What kind of power is used for propelling the cars on your road? Horses.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

SUMMARY OF PAYMENTS.

Municipal taxes, ... $25 00

CAPITAL CITY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES
President,	John S. Sible,	Third and Cumberland streets, Harrisburg, Pa.
Secretary,	E. J. Smith,	No. 4 North Third street, Harrisburg, Pa.
Treasurer,	John S. Sible.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John S. Sible,	Harrisburg, Pa.	H. J. Stewart,	Harrisburg, Pa.
E. J. Smith,	do.	Jacob Hess,	do.
E. Z. Wallower,	do.	T. L. Willetts,	do.
H. C. Ross,	do.	J. N. Clark,	do.

By whom is the road operated? Road not yet constructed.

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HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company incorporated May 23, 1889, act of 1889.

For any further information apply to E. J. Smith, secretary, No. 4 North Third street, Harrisburg, Pa.

CATHARINE AND BAINBRIDGE STREETS RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	W. H. Kemble	Philadelphia.
Secretary and Treasurer	D. W. Dickson	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Kemble	Philadelphia.	Clay Kemble	Philadelphia.
David H. Lane	do.	John B. Peddle	do.
George D. Widener	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner of Forty-first and Haverford streets.

What kind of power is used for propelling the cars on your road? Horse power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Start at Schuylkill avenue and Christian street; northeast on Schuylkill avenue to Bainbridge street; east on Bainbridge to Front street; south on Front street to Catharine street; west on Catharine street to Gray's Ferry road; southwest on Gray's Ferry road to Christian street; west on Christian street to Schuylkill avenue.

CHARTIERS AND NEVILLE ISLAND PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	William J. Burns	Pittsburgh.
Secretary	Jno. W. Taylor	do.
Treasurer	John S. Scully	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William J. Burns.	Pittsburgh.	James D. Callery.	Pittsburgh.
John S. Scully.	do.	Geo. C. Wilson.	do.
J. V. Patton.	do.		

Date of annual meeting for election of directors: January 15, 1890.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Jno. W. Taylor, Pittsburgh, Pa., secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 12, 1890, but no part of it has been built.

CHESTER STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Samuel A. Dyer.	Chester, Pa.
Secretary. . . . . } Treasurer. . . . . }	A. A. Roop.	Upland, Delaware county.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Richard Wetherill, . .	Chester, Pa.	Wm. B. Broomall, . .	Chester, Pa.
George B. Lindsay. . .	Chester, Pa.	A. A. Roop, ...	Upland, Delaware county.
J. Frank Black, ...	Chester, Pa.	Samuel A. Dyer, . . .	Chester, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Chester Street Railway Company.

General offices of the company at No. 1300 Edgmont avenue, Chester, Pa.

For information relating to this report, address Samuel A. Dyer, president.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor July 13, 1882, for the Chester Street Railway Company, Chester, Pa. Capital stock $50,000 full paid, 1,000 shares $50 each. Road built and opened for traffic about February 1, 1883. During 1883, capital increased to $80,000 full paid. Upland branch built and opened for travel during the summer of 1883. February 18, 1887, capital increased to $100,000 full paid. Providence avenue and Twenty-fourth street opened for travel May 7, 1887. The roadway is of the best construction, substantial buildings of brick for offices, car houses and stables. Everything built and maintained on cash basis. No indebtedness. Act of May 14, 1889, accepted by the company and letters patent issued by the Governor May 21, 1889.

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CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Mill No. 2, Upland; thence Upland avenue to Fifteenth street, to Edgmont avenue, to Market street, to Third street, to Clayton street; from Edgmont avenue on Welch street, to Sixth street, to Edgmont avenue; on Market from Third street to Front street and on Fifth street from Market to Potter, to Providence avenue to Twenty-fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Construction,	$1,784 86
Maintaining the road or real estate of the corporation, and operating the road,	32,672 22
Dividends,	11,000 00
State tax,	868 85
Total,	$46,325 93

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$21,500 91	Capital stock,	$100,000 00
Roadway,	66,656 46	Profit and loss,	29,435 78
Equipment,	32,526 97		
Cash,	8,691 44	Total,	$129,435 78
Total,	$129,435 78		

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1889, 5 per cent.; July 1, 1890, 6 per cent.

Paid in dividends, cash,	$11,000 00
Balance for the year, or surplus,	$3,125 86
Surplus at commencement of the year,	26,306 92
Total surplus,	$29,432 78
Surplus invested as follows:	
Cash,	$8,691 44
Material, fuel, stores and construction,	20,741 34

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. E. Ellis,	Philadelphia.
Secretary and Treasurer,	Jno. Q. Adams,	do.
General Superintendent,	A. B. Scarborough,	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Frank H. Ellis.	Philadelphia.	Jno. H. Sloan.	Philadelphia.
Richard M. Hartley.	do.	Thos. S. Manning.	do.
Chas. T. Colladay.	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: Citizens' Passenger Railway Company.

General offices of the company at northwest corner Twelfth and Susquehanna avenues, Philadelphia.

For information relating to this report address Jno. Q. Adams, secretary and treasurer.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Citizens' Passenger Railway Company incorporated March 25, 1858. Construction of road, from Columbia avenue to Reed street, May, 1858. Extended north to Montgomery avenue in 1863, extended north to Susquehanna avenue in 1877, extended south to Mifflin street in 1873.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From depot at Twelfth and Susquehanna avenue, east on Susquehanna avenue to Eleventh; down Eleventh to Diamond; east on Diamond to Tenth; down Tenth to Mifflin; west on Mifflin to Twelfth; up Twelfth to Wharton; east on Wharton to Eleventh; up Eleventh to Colona; west on Colona to depot on Twelfth street. Branch road—Up Eleventh from Nevada to Cambria; down Eleventh to Cumberland; east on Cumberland to Tenth; down Tenth to Diamond.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$179,207 94
Dividends,	140,000 00
New horses,	7,415 00
Miscellaneous,	3,503 49
Municipal taxes,	23,709 47
State taxes,	19,226 64
Total,	$373,062 54

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate.	$498,750 13	Capital stock.	$192,500 00
Surplus fund,	19,264 16	Surplus reserve and profit and loss, all of which, except $19,264.16, has been expended in construction, equipment and real estate.	325,514 29
Total.	$518,014 29	Total.	$518,014 29

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STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1889, four dollars per share; October 1, 1889, three dollars per share; January 1, 1890, four dollars per share; April 1, 1890, three dollars per share.

Paid in dividends, cash,	$140,000 00
Balance for the year, or surplus,	19,264 16
Surplus at commencement of the year,	46,744 80
Total surplus,	19,264 16
Surplus invested as follows:	
Cash,	$19,264 16

CITIZENS' PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Joseph S. Brown	Allegheny City, Pa.
Secretary	James J. Donnell	Allegheny City, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Brown	Allegheny City, Pa.	Wilson McCandless	Allegheny City, Pa.
James J. Donnell	Allegheny City, Pa.	C. L. Magee	Pittsburgh.
James Verner	Pittsburgh.		

Date of annual meeting for election of directors: November 18, 1889.

By whom is the road operated? The Citizens' Traction Company.

With what other companies consolidated? The Citizens' Passenger Railway Company is leased to the Citizens' Traction Company.

Date of consolidation: The above lease went into effect September 1, 1887.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address James J. Donnell, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? As stated above, the road of the Citizens' Passenger Railway Company is now operated by the Citizens' Traction Company under a lease. Cable power being used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under an act entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859.

The road of this company was operated as a horse car road until leased by the Citizens' Traction Company, September 1, 1887.

CITIZENS' PASSENGER RAILWAY COMPANY OF NORRISTOWN, PA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Geo. D. Bolton,	Norristown, Pa.
Vice President,	John Slingluff,	do.
Secretary,	Geo. R. Kite,	do.
Treasurer,	Geo. Shannon,	do.
General Superintendent,	Chas. Naylor,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Bodey,	Norristown, Pa.	Patrick Curren,	Norristown, Pa.
John Slingluff,	do.	Wm. Stahler,	do.
Joseph Farnance,	do.	Thos. J. Baker,	do.
Henry C. Wentz,	do.	Wm. F. Slingluff,	do.
John J. Derr,	do.	John L. West,	do.
David Y. Mowday,	do.	Ephraim B. Bickel,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: By the above named company.

General offices of the company at Norristown, Pa.

For information relating to this report, address George Shannon, treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Two routes, commencing at depot, Stanbridge and Sterigere streets, out Stanbridge to Main, to Ford; returning on Main to Cemetery avenue; on Main to Stanbridge, to depot. Second route: Depot, commencing at Stanbridge and Sterigere streets, out Stanbridge to Marshall, to Astor, to Main, Main to Ford, returning via Main to Astor, to Marshall, to Stanbridge, to depot. Connects with no other road. During the winter months the running of the cars on Main street below Walnut, and on Main street above Stanbridge street, are suspended.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 08
Tickets in packages of twenty-five sold for,	1 00
Tickets in packages of five sold for,	0 25

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$13,090 46
Interest,	303 91
State taxes,	127 36
Total,	$13,521 73

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GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$7,367 22	Capital stock paid in,	$49,520 00
Road,	28,063 02	Bills payable,	7,000 00
Equipment,	15,968 27	Sundry receipts for fare, etc.,	12,404 66
Profit and loss,	3,011 29		
Sundry expenses paid,	13,521 73	Total,	$68,924 66
Cash,	993 13		
Total,	$68,924 66		

CITIZENS' FAIRMOUNT PARK STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jno. H. Sloan,	Philadelphia.
Secretary,	Jno. Q. Adams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Chas. E. Ellis,	Philadelphia.	Chas. T. Colladay,	Philadelphia.
Richard M. Hartley,	do.	John Q. Adams,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

For information relating to this report, address Jno. H. Sloan, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 21, 1889. The road is not yet laid down, and as yet no cars, horses, harness, buildings or real estate are owned by the company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Memphis and Sergeant streets; thence along Sergeant to Jasper, along Jasper to East Cumberland, along East Cumberland to Cumberland, along Cumberland to Third, along Third to York, along York to Woodford, along Woodford to Ridge avenue, along Ridge avenue to Cumberland, along Cumberland to Front, along Front to Huntingdon, along Huntingdon to East Huntingdon, along East Huntingdon to Memphis, along Memphis to Sergeant, with a right to construct a branch on Thirty-fourth street between Woodford and Lehigh avenue, and with the right to construct a branch on Sedgely avenue from Cumberland street to Margie, along Margie street, Lamb Tavern road and Nineteenth street to Cumberland street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$4,800 00	Capital stock,	$4,800 00

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CITIZENS' NORTH PHILADELPHIA STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President,	Jno. H. Sloan,	Philadelphia, Pa.
Secretary,	Jno. Q. Adams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
Charles E. Ellis,	Philadelphia, Pa.	Charles T. Colladay,	Philadelphia, Pa.
Richard M. Hartley,	do.	Thomas S. Manning,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

For information relating to this report, address Jno. H. Sloan, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 21, 1889.

The road is not yet laid down, and as yet no cars, horses, harness, buildings or real estate are owned by the company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Eleventh and Cambria streets, along eleventh to Chew street, along Chew to Tenth street, along Tenth to Indiana street and Germantown avenue, along Germantown avenue to Tenth street, along Tenth to Cumberland street, with the right to construct a branch from the junction of Indiana street and Germantown avenue; on Indiana street to Eleventh street, along Eleventh street to Cumberland street, and on Cumberland street to Tenth street, and also north on Eleventh street from Cumberland street to Cambria street, with single or double track or sidings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash	$3,600 00	Capital stock	$3,600 00

CITIZENS' STREET PASSENGER RAILWAY COMPANY OF BEAVER FALLS, PA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James M. May,	Beaver Falls, Pa.
Secretary and Treasurer,	John T. Reeves,	Beaver Falls, Pa.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James M. May,	Beaver Falls, Pa.	Martin L. Knight,	Beaver Falls, Pa.
George W. Coates,	do.	James F. Merriman,	do.
Harry W. Reeves,	do.	John T. Reeves,	do.
Harry C. Patterson,	do.		

Date of annual meeting for election of directors: January 13, 1890. Second Monday in January.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address James M. May, president, or John T. Reeves, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted August 15, 1889. Company was organized August 12, 1889. J. M. May was chosen chairman. J. T. Reeves was chosen secretary and treasurer. The number of directors was placed at seven. November 15, 1889, an extension to the line of the road was made. The routes of charter and of extension will be found in proper places. January 13, 1890, the old board and officers were re-elected. No work as to construction has as yet been begun.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in White township at a point near the iron bridge, at the intersection of Seventh avenue, and extending thence along Seventh avenue, Beaver Falls, Pa., to Seventeenth street; thence along Seventeenth street to Third avenue; thence along Third avenue to Sixth avenue; thence along Sixth avenue to Tenth street; thence over Tenth street bridge to Ninth street in the borough of New Brighton, Pa., and thence along Ninth street to Market street; thence along Market street to Eighth street; thence along Eighth street to the Allegheny state road; thence along the Allegheny state road to Penn avenue; thence along Penn avenue to Pearl street; thence along Pearl street to New Brighton station of the Pittsburgh, Fort Wayne and Chicago Railway.

SUMMARY OF PAYMENTS.

Miscellaneous,	$128 78

IMPORTANT CHANGES DURING THE YEAR.

On November 15, 1889, the following described extensions were made to the line already adopted in the articles of association and charter of August 15, 1889. Beginning at the line of the proposed route of the Citizens' Street Passenger Railway on Pearl street, New Brighton, Pa., and running northward through New Brighton, on Third street to Butler, east on Butler street to Fourth street, and north on Fourth street to the first street or alley south of the Pittsburgh, Youghiogheny and Allegheny Railway Company's tracks in New Brighton, Pa.; thence in an easterly direction on the street or alley aforesaid to the proposed street or approach to the Tenth street bridge, and thence on said approach to the line of the Citizens' Street Railway at the New Brighton terminus of the Tenth street bridge. Also from the intersection of Fourth and Mill streets, New Brighton, Pa., along Mill street to the line of the Beaver Valley Street Railway Company's tracks on Bridge street, New Brighton, Pa. Also beginning at the intersection of Sixth avenue and Fourth street, Beaver Falls, Pa., from the line of the said Citizens' Street Railway, along said Fourth street to Ninth avenue; thence along Ninth avenue to Second street; thence along Second street to Seventh avenue; thence along Seventh avenue to First street, and thence along First street to the line of the Rochester, Beaver Falls and Western Railway in Beaver Falls, Pa. Also beginning at the intersection of Seventh avenue

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and Twenty-fourth street (formerly Banard avenue), Beaver Falls, Pa., from the line of the said Citizens' Street Railway, along Twenty-fourth street to the public road in White township, and thence northward along said public road past the Midgley Wire Belt Works to the culvert under the Pittsburgh, Fort Wayne and Chicago Railway; thence northward along the east side of the Pittsburgh, Fort Wayne and Chicago Railway to the public road that crosses over said Pittsburgh, Fort Wayne and Chicago Railway, and separates the lands of W. H. Partington and Geo. E. Smith and J. R. Speer (said road being as yet unnamed), and thence eastward along said public road to the public road running from Beaver Falls to Wallace Run (and as yet unnamed), and thence in a southerly direction on said public road to the street at the southern boundary of the Geneva College grounds, and then east along said street to the new street unnamed in the plan of lots laid out by Jas. F. Merriman, trustee; thence south along said unnamed street to the road leading to the Fetterman bridge, and thence along said road to the terminus of the said Citizens' Street Railway in White township.

CITIZENS' TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Jno. G. Holmes	Pittsburgh.
Vice President	H. S. A. Stewart	do.
Secretary	C. M. Gormly	do.
Treasurer	Nathaniel Holmes	do.
Auditor	C. M. Gormly	do.
General Superintendent	J. E. Rugg	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jno. G. Holmes	Pittsburgh.	C. L. Magee	Pittsburgh.
H. S. A. Stewart	do.	Murry A. Verner	do.
James Verner	do.	Wilson McCandless	do.
James J. Donnell	do.		

General offices of the company at Penn avenue and Sixth street, Pittsburgh.

For information relating to this report, address C. M. Gormly, secretary.

What kind of power is used for propelling the cars on your road? Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887. Leased the Citizens' Passenger Railway Company and the Transverse Passenger Railway Company, at that time operated by horse power. At once began construction of a cable railway. Cars first operated by cable, January 1, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Penn avenue, Cecil alley, Liberty avenue, Seventh street and Butler street; intersects Pittsburgh, Allegheny and Manchester horse railway, and Federal Street and Pleasant Valley electric railway.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

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SUMMARY OF PAYMENTS.

Construction,	$7,599 13
Equipment,	51,009 82
Maintaining the road or real estate of the corporation, and operating the road,	308,912 96
Interest,	76,229 57
Dividends,	150,000 00
Miscellaneous,	4,811 76
State taxes,	18,305 13
Total,	$616,868 37

GENERAL BALANCE SHEET.

Dr.		Cr.	
Stocks and bonds,	$2,200,987 76	Capital stock,	$2,500,000 00
Real estate,	307,775 80	Bonds,	1,250,000 00
Construction,	1,455,827 83	Purchase money mortgages,	125,000 00
Equipment,	174,590 44	Bills payable,	200,000 00
Cash balance July 1, 1890,	50,554 89	Accounts payable,	27,893 16
		Earnings,	40,736 56
Total,	$4,189,236 22	Profit and loss,	42,606 50
		Total,	$4,189,236 22

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January, 1890, 3 per cent.; July, 1890, 3 per cent.

Paid in dividends, $150,000 00

CITIZENS' SOUTH PHILADELPHIA STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John H. Sloan,	Philadelphia.
Secretary,	Jno. Q. Adams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Charles E. Ellis,	Philadelphia.	Charles T. Colladay,	Philadelphia.
Richard M. Hartley,	do.	Thomas S. Manning,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

For information relating to this report, address John H. Sloan, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 21, 1889. The road is not yet laid down, and as yet no cars, horses, harness, buildings or real estate are owned by the company.

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CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Tenth and Mifflin streets; along Tenth street to Government avenue; along Government avenue to Eleventh street; along Eleventh street to Mifflin street; along Mifflin street to Tenth street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash	$3,000 00	Capital stock	$3,000 00

CITY LINE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Thomas S. Bigelow	Pittsburgh.
Secretary	Geo. L. McFarlane	do.
Treasurer	Joseph Stuart	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas S. Bigelow	Pittsburgh.	F. C. Brittain	Pittsburgh.
G. W. Elkins	do.	George H. Speer	do.
Joseph Stuart	do.		

Date of annual meeting for election of directors: January 15, 1890.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Geo. L. McFarlane, secretary, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Road not built.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered by the commonwealth August 14, 1889, but not constructed.

CITY PASSENGER RAILWAY COMPANY OF ALTOONA, PA.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President	John P. Levan	Altoona, Pa.
Secretary	L. B. Reifsneider	do.
Treasurer	L. B. Reifsneider	do.
Superintendent	John J. Buck	do.
Solicitor	A. J. Riley	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John P. Levan,	Altoona, Pa.	C. B. Dudley,	Altoona, Pa.
Wm. Murray,	do.	A. J. Anderson,	Altoona, Pa.
David Koch,	do.	Jas. Lowther,	Bellwood, Pa.
C. A. Wood,	do.	Max Liveright,	Philadelphia, Pa.
Andrew Kipple,	do.		

Date of annual meeting for election of directors: First Monday in January, each year.

By whom is the road operated? Above company, original owners.

General officers of the company at Altoona, Pa.

For information relating to this report, address L. B. Reifsneider, box 1813, Altoona, Pa.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The City Passenger Railway Company was organized February 18, 1882, with a capital stock of $40,000.00, in Altoona, Pa., in accordance with an act of assembly entitled "An act to provide for the incorporation and government of street railway companies, etc., approved the 23d day of May, A. D. 1878, and chartered by the Hon. Henry M. Hoyt, Governor, March 10, 1882.

Mr. John P. Levan was elected president; John P. Levan, D. K. Rawey, Wm. Murray, F. W. Almes, C. Jaggard, H. S. Frank, S. S. Blair, Max Liveright and C. F. Berwind, directors; L. B. Reifsneider, secretary; Theo. H. Wigton, treasurer; A. J. Riley, solicitor, and John J. Buch, superintendent.

The route adopted by the stockholders over which to lay the tracks of the company is as follows: Beginning 175 feet east of First street on Chestnut avenue, west along and over Chestnut avenue to Eleventh street, south over Eleventh street to Eleventh avenue, west on Eleventh avenue to Bridge street, south over Bridge street to Seventeenth street, south over Seventeenth street to Eighth avenue, east over Eighth avenue to Fourth street, north over Fourth street 110 feet.

The contract for the construction of the road was let to Campbell Bros., of Altoona, Pa., and the road was operated for the first time July 4, 1882. The buildings were all constructed under the supervision of the directors. The length of road at time first operated was about two and three-fifths miles.

March 13, 1883, the capital stock was increased $13,000.00. January 14, 1884, the capital stock was increased $15,000.00 for the purpose of extending the road from junction of Seventeenth street and Eighth avenue, south on Eighth avenue to Seventh street, west on Seventeenth street to Twenty-fifth street. The contract for the construction of this extension was let to John T. Gordon, of Pittsburgh, Pa., and operated for the first time July 4, 1884.

On the 15th day of June, 1889, this company was rechartered, owing to previous act having been declared unconstitutional.

August 26, 1889, the capital stock was increased $35,000.00 for the purpose of making extensions. Those extensions are now under way. Capital stock is now $103,000.00.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning 175 feet east of First street, west on Chestnut avenue to Eleventh street, south on Eleventh street to Eleventh avenue, west on Eleventh avenue to Bridge street, south on Bridge street to Seventeenth street, south on Seventeenth street to Eighth avenue, east on Eighth avenue to Fourth street, northwest on Fourth street 110 feet. The branch commences at the intersection of Eighth avenue and Seventeenth street, south on Seventeenth street to Seventh avenue, west on Seventh avenue to Twenty-fifth street, the terminus

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Now under construction: One extension commencing at the intersection of Fourth street and Eighth avenue, southeast on Fourth street to Sixth avenue, east on Sixth avenue to township road.

One extension commencing at First street and Chestnut avenue, northeast along and over township road 5,800 feet.

Under contemplation: An extension commencing at intersection of Union avenue with Eleventh avenue and Briggs street, southwest on Union avenue to Broad street, west on Broad street to road in township leading across the Hollidaysburg and Mervine Coal railroad.

RATES OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 100 sold for,	4 00

SUMMARY OF PAYMENTS.

Construction,	$5,405 58
Equipment,	855 00
Maintaining the road or real estate of the corporation, and operating the road,	16,300 56
Dividends,	3,740 00
Horses,	480 00
Rent,	125 00
Municipal taxes,	41 57
State taxes,	355 07
Total,	$27,362 78

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction,	$56,949 63	On account of capital stock,	$74,260 58
Equipment,	23,100 37	Liabilities on account of extensions,	5,860 00
Corn, hay and bran,	550 00	Liabilities on account of current expenses	184 35
Coal, salt and oil,	50 00	Dividend due,	1,700 00
Wagons and sleds,	100 00	Balance,	1,120 61
Castings, wheels, etc.,	75 00		
Manure and scrap,	60 00		
One summer car,	275 00	Total,	$83,125 54
One Fairbank's scales,	90 00		
Due from sale tickets,	32 00		
Cash balance on hand,	1,843 54		
Total,	$83,125 54		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 6, 1889, 2 per cent. on $68,000.00,	$1,360 00
January 4, 1890, 3½ per cent. on $68,000.00,	2,380 00
Paid in dividends, cash,	$3,740 00

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COALVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	G. Mortimer Lewis.	Wilkes-Barre, Pa.
Secretary and Treasurer.	Geo. Loveland.	do.
General Superintendent.	Albert S. Orr.	

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
G. Mortimer Lewis.	Wilkes-Barre, Pa.	E. Troxell.	Wilkes-Barre.
Geo. W. Kirkendall.	do.	Geo. K. Powell.	do.
John G. Wood.	do.		

By whom is the road operated: The Coalville Passenger Railroad Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address Geo. Loveland, secretary, Wilkes-Barre, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly approved March 24, 1868. See P. L. for 1869, page 1328, etc. Supplement approved April 15, 1869, P. L. page 1038. Organized by the election of directors May 29, 1869. Opened from Ashley to South street, Wilkes-Barre, in December, 1869. Road was extended to Market street in 1871.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning near the depot of the Lehigh and Susquehanna railroad at Ashley; thence through the borough of Ashley and village of Newtown to the city of Wilkes-Barre; thence along Hazle avenue to Washington street; thence along Washington street to East Market street.

RATE OF FARE FOR PASSENGERS.

Single fare,	5, 7 & 10 cts.

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$9,675 13
Interest,	544 89
New passenger cars and horses: $1,656.00 included in operating road.	
Payments to loan account, reduction of floating debt,	440 21
Miscellaneous,	519 40
Payments made to surplus fund, profit and loss account,	478 81
State taxes,	179 69
Total,	$11,838 13

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GENERAL BALANCE SHEET.

Dr.			Cr.	
Construction,	$43,353 28		Capital stock,	$62,775 00
Equipment,	8,568 25		Balance due on mortgage, including interest to June 22,	12,240 00
		$51,921 53	Floating debt,	763 64
Real estate, cost of,		27,049 81	Profit and loss,	4,466 13
Inventory of articles not included above,		250 00	Total,	$80,244 77
Due on notes taken for horses sold, etc.,		335 12		
Surplus, twelve shares of stock,		600 00		
Cash in bank,		88 31		
Total,		$80,244 77		

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. L. Elkins,	Philadelphia.
Secretary and Treasurer,	John B. Peddle,	do.

DIRECTORS.

NANES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	Wm. J. Elliott,	Philadelphia.
Clay Kemble,	do.	Geo. D. Widener,	do.
Geo. W. Elkins,	do.		

Date of annual meeting for the election of directors: Second Monday in January.

By whom is the road operated? Philadelphia Traction Company.

With what other companies consolidated? The Union Passenger Railway Company.

Date of consolidation: January 1, 1880.

General offices of the company at No. 423 Walnut street.

For information relating to this report, address Jno. B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road: Horse power.

SUMMARY OF PAYMENTS.

Dividends, ... $120,000 00

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CRAIG STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Joseph M. Wilson	Pittsburgh.
Vice President	W. W. Murray	do.
Secretary	S. S. Robertson	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray	Pittsburgh.	A. J. Edwards	Pittsburgh.
H. T. Rowley	do.	S. S. Robertson	do.

Date of annual meeting for election of directors: Second Monday of January each year.

By whom is the road operated? Not yet constructed.

General offices of the company at 77 Diamond street, Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Not yet constructed. Electric power will be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 9, 1889. Railway not yet constructed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route of road is as follows, to wit: Within the city of Pittsburgh beginning at the intersection of Craig street and Forbes street; thence along Craig street to Bayard street; along Bayard street to Neville street; along Neville street to Centre avenue; along Centre avenue to Roup street; along Roup street to Negley avenue; along Negley avenue to Bryant street, and thence along Bryant street to the intersection thereof with Highland avenue, and thence returning by double lines of track by the same route to the place of beginning. Said railway will connect at its northeastern terminus with the Highland Street Railway, near its southern terminus with the Duquesne Street Railway, and at its southern terminus with the People's Street Railway.

CUMBERLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	T. L. Willetts	Harrisburg, Pa.
Secretary	E. J. Smith	do.
Treasurer	T. L. Willetts	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
T. L. Willetts	Harrisburg, Pa.	Wash Crook (deceased)	Harrisburg, Pa.
E. J. Smith	Harrisburg, Pa.	L. G. Smith	do.
A. T. Cross	Philadelphia.	J. G. Gruber	do.

By whom is the road operated: Road not yet built.

For information relating to this report, address E. J. Smith, secretary, No 4 North Third street, Harrisburg, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under street railway act, 1889.

DIAMOND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. C. Hopkins	Lock Haven
Secretary	S. S. Robertson	Pittsburgh.
Treasurer	C. H. McKee	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George J. Elliott	Philadelphia.	John N. Neeb	Allegheny City.
Joseph M. Wilson	Pittsburgh.	W. W. Murray	Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

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HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

DUQUESNE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	George W. Rowley, Jr.	Pittsburgh.
Vice President	W. W. Murray	do.
Secretary	S. S. Robertson	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert L. McCance	Pittsburgh.	W. W. Murray	Pittsburgh.
Joseph M. Wilson	do.	W. H. Self	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Not yet operated. To be operated by the Duquesne Traction Company.

General offices of the company at 77 Diamond street, Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Electric power to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Within the city of Pittsburgh, beginning at a point on the western side of Neville street opposite the southwestern end of Ellsworth avenue; thence along Neville street and along Ellsworth avenue in a northeasterly direction to the intersection thereof with Penn avenue, and across Penn avenue to a point on the northern side thereof, opposite the northeastern end of Ellsworth avenue; thence returning by the same route by double lines of track to the place of beginning. Said railway will connect at its northeastern terminus with the Highland Street railway and the Larimer Street railway, and at its southwestern terminus with the Craig Street railway, all of which railways are in process of construction.

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EAST END STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thomas A. Gillespie,	Pittsburgh.
Secretary,	H. L. Trees,	do.
Treasurer,	H. L. Trees,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. L. McCance,	Pittsburgh.	George N. Christian,	Pittsburgh.
G. W. Rowley, Jr.,	do.		

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Not yet operated.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McGee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated August 5, 1889.

Railway in process of construction, 5,375 feet of track laid. The railway is being constructed under contract. The company has also entered into a contract with the Wilkinsburg and East Liberty Railway Company with reference to the construction of the railway, and a dispute which exists between said companies as to their rights of way on Penn avenue.

CHARACTERISTICS OF ROAD.

The route of the railway is as follows, to wit: Beginning in the city of Pittsburgh, at the corner of Penn avenue and Shady Lane; thence along Penn avenue to the city line, and continuing along Main street in the borough of Wilkinsburg to the Pennsylvania railroad crossing, and thence returning by the same route to the place of beginning. Said railway will connect with the Wilkinsburg Street railway at the intersection of Penn avenue and Fifth avenue, in the city.

GENERAL BALANCE SHEET.

Have not prepared any balance sheet, as the road is being built under contract, and the company has not made any settlement with its contractors.

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EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	John Q. Denny.	Harrisburg, Pa.
Vice President.	T. D. Greenwalt.	do.
Secretary.	W. J. Calder.	do.
Treasurer.	W. J. Calder.	do.
General Superintendent.	F. B. Musser.	do.
Auditors.	J. M. Cameron.	do.
	David Fleming, Jr.	do.
	Ed. Bailey.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John Hoffer.	Harrisburg, Pa.	J. M. Cameron.	Harrisburg, Pa.
T. D. Greenwalt.	do.	Ed. Bailey.	do.
Geo. Pancake.	do.	J. Q. Denny.	do.
C. E. H. Breisford.	do.	E. C. Felton.	do.
David Fleming, Jr.	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: By the original company.

General offices of the company on South Cameron street, Harrisburg, Pa.

What kind of power is used for propelling the cars on your road? Electricity, Thomson-Houston over-head system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated July 28, 1886, and was constructed with a view to operating by electricity as soon as it could be demonstrated that that power was practicable for a motive power for street railways. The road was operated by horse power until July 17, 1888, when the first car was run over the road by the electric power. The company equipped the road with the Sprague over-head system, and used that system until April, 1890, when a contract was entered into with the Thomson-Houston Company to equip eight of the motor cars with their motors, at the same time the company began the erection of an entirely new over-head system, using the hangers, switches, etc., of the Thomson-Houston Company, and replacing the old No. 6 wire with a hand drawn copper No. 0 wire, thus making a thoroughly complete and efficient equipment.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Market street to Thirteenth; on Thirteenth to Derry; on Derry street to Twenty-first street.

On Cameron street, from Market to city limits; on Middletown and Harrisburg turnpike road to borough limits of Steelton, from the western limits to eastern limits.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of five sold for,	0 25

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SUMMARY OF PAYMENTS.

Construction,	$13,089 21
Equipment,	21,591 16
Maintaining the road or real estate of the corporation, and operating the road including interest,	30,057 23
Dividends,	10,000 00
Miscellaneous,	11,889 41
Total,	$86,627 01

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$19,914 30	Capital stock,	$125,000 00
Office furniture,	550 86	Surplus,	6,662 59
Construction, hill,	12,722 86	Operation, Steelton,	10,172 30
Construction, Steelton,	37,541 35	Operation, hill,	49 44
Extension, hill and Steelton,	5,396 22	Personal accounts,	17,643 82
Equipment,	55,622 76		
Replace of line,	2,316 85	Total,	$159,528 15
Replace of track,	340 43		
Replace of buildings,	1,219 53		
Replace of cars,	6,926 31		
Personal accounts (Steelton Transfer Company),	2 50		
Supplies,	1,132 91		
Cash,	15,841 27		
Total,	$159,528 15		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1889, declared a five per cent. dividend; January 10, 1890, declared a five per cent. dividend.

Paid in dividends, cash,	$9,250 00
Balance for the year, or surplus,	$6,662 59
Surplus at commencement of the year,	8,000 00
Total surplus,	$14,662 59

IMPORTANT CHANGES DURING THE YEAR.

An extension to the Allison's hill line was built and put into operation, running from Sixteenth street, on Derry, to Twenty-first street.

EAST READING RAILROAD COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. J. Brumbach,	Reading, Pa.
Vice President,	J. G. Leinbach,	do.
Secretary and Treasurer,	A. H. Fegely,	do.
General Superintendent,	Wm. Conrad,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. R. McIlvain,	Reading, Pa.	J. Aug. Strohecker,	Reading, Pa.
John H. Printz,	do.	Geo. W. Bard,	do.
J. G. Leinbach,	do.	Frank P. Esterly	do.

Date of annual meeting for election of directors: Second Tuesday in January.
By whom is the road operated: East Reading Railroad Company.
General offices of the company at Reading, Pa.
For information relating to this report, address A. H. Fegely, Reading, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Ninth and Penn streets to Chestnut, to Tenth, to Muhlenberg, to Fourteenth, to Fairview avenue, to Black Bear inn.

No connections with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Construction,	$36,337 24
Equipment,	27,280 72
Maintaining the road or real estate of the corporation, and operating the road,	4,848 99
Dividends,	1,680 00
New passenger cars: Three.	
Payments made to surplus fund,	2,602 49
State taxes,	35 45
Total,	$72,784 89

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$36,336 27	July 1, 1890, capital stock paid in,	$68,450 00
Equipment,	27,280 72	July 1, 1889, cash balance,	630 71
Car house, station equipment, etc.,	4,832 04	July 1, 1890, passenger receipts,	9,657 34
July 1, 1890, payments,	7,685 56		
July 1, 1890, balance on hand,	2,602 49	Total,	$78,738 05
Total,	$78,738 05		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1889, two per cent. on $20,000.00 then paid in; December 4, 1889, four per cent. on $32,000.00 then paid in.

Paid in dividends, cash,	$1,680 00
Balance for the year, or surplus,	2,602 49
Surplus at commencement of the year,	630 71
Total surplus,	4,913 20

IMPORTANT CHANGES DURING THE YEAR.

Extended the road one and one-half miles, and increased the capital stock from $50,000.00 to $100,000.00, of which $68,450.00 was paid in on July 1, 1890.

EASTON, SOUTH EASTON, AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. A. Sage	Easton, Pa.
Secretary and Treasurer	H. W. Cooley	do.
Auditor	H. T. Buckley	do.
General Superintendent	Leander Stem	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Frederick Green	Easton, Pa.	Peter S. Beidler	Easton, Pa.
H. A. Sage, Jr.	do.	Gamble Young	do.
W. S. Hulick	do.	Elisha Burwell	do.
Frank R. Sage	do.		

Date of annual meeting for election of directors: The second Tuesday in January.

General offices of the company at Easton, Pa.

For information relating to this report, address H. W. Cooley, secretary, Easton, Pa.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies: The Easton and South Easton Passenger Railway Company, date of charter March 27, 1866, and the West Ward Passenger Railway Company, date of charter May 5, 1871.

The Easton and South Easton Passenger Railway Company was reorganized May 4, 1886, under same name.

The West Ward Passenger Railway Company was reorganized September 2, 1884, under name of the West End Passenger Railway Company.

These two companies were merged and consolidated June 1, 1886, under present title.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at the grounds of the Farmers' and Mechanics' Institute; thence through Butler street to Sixteenth street, and through Sixteenth street to Washington street; thence through Washington street to Walnut street; thence through Walnut street to Sixth and Northampton streets; thence down Northampton street to the public square and Third street; thence through Third street over the bridge crossing the Lehigh River to Canal street in South Easton; thence by Canal street and the public highway to the Lehigh Valley Railroad shops, corner of Canal and Lehigh streets.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

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SUMMARY OF PAYMENTS.

Construction,	$13,268 32
Equipment,	3,326 08
Maintaining the road or real estate of the corporation, and operating the road,	14,162 03
Interest,	150 36
Payments to loan account,	325 00
Total,	$31,231 79

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, including real estate,	$151,335 36	Capital stock,	$120,000 00
Cash,	63 71	Bills payable,	2,849 20
		Loans,	6,091 12
		Pennsylvania Motor Company lease,	11,159 31
Total,	$151,399 07	Profit and loss,	11,299 44
		Total,	$151,399 07

ELLSWORTH PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thos. S. Bigelow,	Pittsburgh.
Secretary,	George L. McFarlane,	do.
Treasurer,	J. H. Stuart,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. S. Bigelow,	Pittsburgh.	F. C. Brittain,	Pittsburgh.
G. W. Elkins,	do.	G. H. Speer,	do.
Joseph Stewart,	do.		

Date of annual meeting for election of directors: January 15, 1890.

By whom is the road operated? Road not in operation.

General offices of the company at Pittsburgh, Pennsylvania.

For information relating to this report, address Geo. L. McFarlane, secretary, Pittsburgh, Pennsylvania.

What kind of power is used for propelling the cars on your road? Road not in operation.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 14, 1889, but through inability to obtain an ordinance granting consent of councils to the construction of the road the road was never built.

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	James McManes,	Philadelphia.
Secretary.	D. W. Dickson,	do.
Treasurer.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Kemble,	Philadelphia.	Wm. McClary,	Philadelphia.
Wm. L. Elkins,	do.	George H. Colket,	do.
P. A. B. Widener,	do.		

Date of annual meeting for election of directors: First Monday in January.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, secretary and treasurer.

What kind of power is used for propelling the cars on your road? Horse power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting from depot, Twelfth and Susquehanna avenue, south on Twelfth street to Morris street, west on Morris street to Sixteenth street, north on Sixteenth street to Wharton street, west on Wharton to Seventeenth street, north on Seventeenth street to Carpenter street, east on Carpenter street to Sixteenth street, north on Sixteenth street to Susquehanna avenue and east on Susquehanna avenue to depot.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Wm. W. Reed.	——
Secretary.	J. L. Sternberg.	——
Treasurer.	Wm. Spencer,	——

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. H. Caughey,	Erie, Pa.	Geo. P. Griffeth,	Erie, Pa.
Louis Streuber,	do.	E. W. Reed,	do.
S. M. Kellogg,	do.	Chas. F. Allis,	do.
Samuel A. Davenport,	do.		

By whom is the road operated: Erie Electric Motor Company.
General offices of the company at Erie, Pa.
For information relating to this report, address J. L. Sternberg, secretary.

CHARACTERISTICS OF ROAD.

For details, reference is respectfully made to the report of the Erie Electric Motor Company, to whom this road is leased.

ERIE CITY PASSENGER RAILWAY COMPANY—ERIE ELECTRIC MOTOR COMPANY, LESSEES.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. S. Casement,	Painesville, O.
Vice President,	S. T. Everett,	Cleveland, O.
Secretary,	F. C. Bangs,	Cleveland, O.
Treasurer,	J. L. Sternberg,	Erie, Pa.
General Manager,	J. F. Pfetch,	Erie, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. S. Casement,	Painesville, O.	Wm. W. Reed,	Erie, Pa.
S. T. Everett,	Cleveland, O.	J. L. Sternberg,	Erie, Pa.
John C. Brady,	Erie, Pa.		

Date of annual meeting for election of directors: Second Tuesday in November.
By whom is the road operated? Erie Electric Motor Company.
General offices of the company at Erie, Pa.
For information relating to this report, address J. L. Sternberg, treasurer, Erie, Pa.
What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888. During same year secured a controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, etc., for a term of 999 years. Since which the lessees have rebuilt and reconstructed the entire line and changed its system from horse power to electric power, and now have a plant second to none in the state.

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CHARACTERISTICS OF ROAD.

Main line: Beginning at the public dock, thence south along and through State street to Eighteenth street; thence west on Eighteenth street to Peach street; thence south on Peach street to Twenty-sixth street.

Fourth street branch: Beginning at the intersection of State and Fourth streets; thence westwardly through Fourth street to Cascade street.

Sixth street branch: Beginning at the intersection of State and Sixth streets; thence eastwardly through Sixth street to Wayne street.

Eighth street branch: Beginning at the intersection of State and Eighth streets; thence westwardly through Eighth street to Cranberry street (city limits), continuing from Cranberry street westwardly along the lake road in Mill Creek township to Trinity cemetery; thence northwardly from Trinity cemetery to Massauqua Point at the head of Presque Isle bay.

Eleventh street branch: Beginning at the intersection of State and Eleventh streets; thence eastwardly through Eleventh street to Perry street.

East Eighteenth street branch: Beginning at the intersection of State and Eighteenth streets; thence eastwardly through Eighteenth street to East avenue.

West Eighteenth street branch: Beginning at the intersection of State and Eighteenth streets; thence westwardly through Eighteenth street to Cascade street.

RATE OF FARES FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for,	1 00

SUMMARY OF PAYMENTS.

Construction, including repairs of road bed,	$277,576 13
Equipment,	106,763 18
Maintaining the road or real estate of the corporation, and operating the road,	47,477 01
Interest,	18,510 00
Municipal taxes,	724 61
State taxes,	896 49
Total,	$451,947 42

GENERAL BALANCE SHEET.

Dr.		Cr.	
Equipment,	$196,763 18	Capital stock,	$400,000 00
Construction,	380,895 84	Funded debt,	200,000 00
Real estate,	30,325 17	Mortgage debt,	2,000 00
Office furniture,	133 00	Profit and loss,	7,864 06
Cash on hand,	1,746 87		
Total,	$609,864 06	Total,	$609,864 06

STOCKS AND DIVIDENDS.

Balance for the year or surplus,	$7,864 06
Surplus invested as follows:	
Cash and loans,	1,746 87
Material, fuel and stores,	6,117 19

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EXCHANGE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. S. Lydick	Pittsburgh, Pa.
Secretary	S. S. Robertson	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. B. Hamilton	Elizabeth, Pa.	William Bradley	Pittsburgh, Pa.
John E. Rheam	Bennett, Pa.	Newton Petrie	Ingram, Pa.

Date of annual meeting for election of directors: Second Monday of January of each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

FAIRMOUNT PARK RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	B. S. Kunkel	1609 Wallace street, Philadelphia.
Secretary	Alex. Rennick	2632 North Eighth street, Philadelphia.
Treasurer		
General Superintendent	W. P. Cooper	2233 North Fifteenth street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Cresswell	1327 Arch street, Philadelphia.	Wm. R. Warner	1306 North Broad street, Philadelphia.
Geo. W. Hall	1131 Arch street, Philadelphia.	John C. Bingham	Girard House, Philadelphia.
B. S. Kunkel	1609 Wallace street, Philadelphia.	Travis Cochran	131 South Twenty-second street, Philadelphia.

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Date of annual meeting for election of directors: Monday, May 1.

By whom is the road operated? Not built yet.

General offices of the company at Fifteenth and Cumberland streets, Philadelphia.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia.

What kind of power is used for propelling the cars on your road? None as yet.

SUMMARY OF PAYMENTS.

State taxes,	$29 10

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. F. Henry,	Allegheny, Pa.
Secretary,	Wm. H. Graham,	do.
Treasurer,	R. F. Ramsey,	do.
General Superintendent,	Wm. J. Crozier,	do.
Superintendent of Electrical service,	Wm. M. Ramsey,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Andrews,	Allegheny, Pa.	Wm. Roseburg,	Allegheny, Pa.
R. H. King,	do.	O. P. Scaife,	do.
W. A. Stone,	do.	Samuel C. Grier,	do.
Wm. H. Graham,	do.	Arthur Kennedy,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: By said corporation.

With what other companies consolidated: People's Park Passenger Railway Company, Observatory Hill Passenger Railway Company.

Date of consolidation: July 12, 1889.

General offices of the company at No. 52 Sixth avenue, Pittsburgh, Pa.

For information relating to this report, address R. F. Ramsey, treasurer, No. 52 Sixth avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Federal Street and Pleasant Valley Passenger Railway Company: Date of charter, March 19, 1868; road completed on or about October 15, 1868.

Peoples' Park Passenger Railway Company: Date of charter, December 9, 1881; road completed on or about July 5, 1882.

Observatory Hill Passenger Railway Company: Date of charter, June 7, 1886; road completed summer 1888.

The Federal Street and Pleasant Valley, and the Peoples' Park Passenger Railways were originally horse-power roads, and the Observatory Hill electric power. Since consolidation was effected they have all been made electric roads. The system used is known as "the Sprague electric motor."

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CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Irwin avenue division (main line). From car house on Charles street, Allegheny, to Taggart, to Brighton place, to West End avenue, to Fremont, to Jackson, to Monterey, to North avenue, to Federal, to Ohio, to Sandusky, to Lacock, to Anderson, to Ninth street bridge, across bridge to Duquesne Way, Pittsburgh, to Seventh, to Liberty, to Sixth avenue, to Central station. Return via Smithfield street, to Seventh avenue, to Liberty, to Ninth, to bridge, across bridge to Anderson, Lacock, Sandusky, Ohio and Federal streets, North avenue, Monterey, to Taylor avenue, to Irwin avenue, to Washington avenue, to Taggart street, to Sarah street, to car house.

Madison avenue division. From car house East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church avenue, to Anderson street, connecting with main line to Central station; return via main line to North avenue, to Madison avenue, to car house.

Perrysville avenue division. From station on Perrysvilla avenue, near city line, to Federal street, to Ohio street, connecting there with main line and thence via same to Central station, return by same route.

California avenue division. From station on California avenue, near Superior avenue, to Sedgwick street, to Washington avenue, to Fremont street, connecting with main line, thence to Central station; return via main line to Federal street, to Montgomery avenue, to Arch, to Jackson, to Fremont, to Washington avenue, to Sedgwick street, to California avenue, to station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Construction,	$188,763 39
Equipment,	172,000 00
Maintaining the road or real estate of the corporation, and operating the road,	153,644 97
Interest on bonds,	25,025 00
Dividends,	10,000 00
Discount on loans,	3,253 72
Payments to loan account,	33,301 91
Miscellaneous,	8,547 79
Bridge tolls,	3,000 00
Municipal taxes,	2,070 00
State taxes,	3,669 38
Rent,	692 00
Total,	$503,968 16

GENERAL BALANCE SHEET.

DR.		CR.	
Franchises,	$800,000 00	Capital stock,	$1,300,000 00
Construction,	664,190 45	Bonds,	518,000 00
Equipment,	408,168 83	Bills payable,	125,000 00
Real estate,	84,000 00	Accounts payable,	3,246 52
Trustee investments,	5,020 00	Unclaimed dividends,	405 78
Accounts receivable,	15,684 62	Surplus,	61,441 53
Cash in bank and office,	26,034 93		
Total,	$2,003,093 83	Total,	$2,003,093 83

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STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$61,441 53
Surplus invested as follows:	
Cash and loans,	26,034 93
Balance of accounts due company,	12,438 10
Other items,	22,968 50

IMPORTANT CHANGES DURING THE YEAR.

On July 12, 1889, the Federal Street and Pleasant Valley, People's Park and Observatory Hill Passenger Railway Companies were consolidated by a unanimous vote of the stockholders in each corporation. During the year almost the entire track has been relaid with heavier steel rails; the Sprague electric motor system adopted and used since about January 1, 1890. The California avenue division, or extension from Montgomery avenue to the present terminus on California avenue, a distance of about one-and-a-half miles, was completed and put in operation about March 1, 1890.

FIFTH AVENUE, WEST END AND CRAFTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Ross J. Beatty	Pittsburgh, Pa.
Vice President	Jno. W. Magnus	do.
Secretary	Wm. J. Post	do.
Treasurer	Wm. J. Post	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Ross J. Beatty	Pittsburgh, Pa.	Robt. H. Douglas	Pittsburgh, Pa.
Jno. W. Magnus	do.	Geo. W. Hazlet	do.
C. L. Netting, Jr.	do.	Wm. J. Post	do.

Date of annual meeting for election of directors: Second Monday in January.

General officers of the company at 408 Grant street, Pittsburgh, Pa.

For information relating to this report, address Wm. J. Post, secretary and treasurer, 408 Grant street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted under date of July 18, 1889.

The road has not been constructed. Owing to difficulties encountered in the way we have not succeeded yet in getting the affairs of the company in shape to warrant a commencement of building.

No assessments have been made except the amount required by law, and for some incidental expenses, therefore we have no returns to make.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at intersection of West Carson and Steuben streets, along Steuben street to Steubenville pike, and along said pike to intersection of Pittsburgh, Cincinnati and St. Louis railway, at Clayton, Pa.

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FORBES STREET AND PARK AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Jas. P. Speer.	Pittsburgh.
Secretary.	John F. Steel.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jas. P. Speer.	Pittsburgh.	John F. Steel.	Pittsburgh.
H. S. A. Stewart.	do.	Robert J. Coyle, Jr.	do.
Edward House.	do.	Robert S. Frazer.	do.

By whom is the road operated: Railway not yet constructed.
General offices of the company at Pittsburgh.
For information relating to this report, address John F. Steel, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated August 8, 1889. It has not yet obtained the consent of the city of Pittsburgh to construct its railway in said city. No portion of its road has been built.

FORBES STREET AND SHADY AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	H. S. A. Stewart.	Pittsburgh.
Secretary.	John F. Steel.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. A. Stewart.	Pittsburgh.	John F. Steel.	Pittsburgh.
Jas. P. Speer.	do.	Robt. J. Coyle, Jr.	do.
Edward House.	do.	Robt. S. Frazer.	do.

By whom is the road operated: Not yet constructed.
For information relating to this report, address John F. Steel, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated August 8, 1889. It has not yet obtained the consent of the city of Pittsburgh to construct its railway in said city. No portion of its railway has yet been built.

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FORT PITT INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William Flinn,	Pittsburgh.
Secretary,	S. H. French,	do.
Treasurer,	L. H. Williams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Flinn,	Pittsburgh.	George I. Whitney,	Pittsburgh.
L. H. Williams,	do.	James J. Booth,	do.
F. L. Stephenson,	do.	S. H. French, 125 Fourth avenue,	do.

For information relating to this report, address S. H. French, No. 125 Fourth avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter June 6, 1881.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets, 54 commutation, 75 cents; monthly,	75
Tickets in packages of eight,	25
Fifteen one-horse,	1 00
Ten two-horse,	1 00
Five three and four-horse,	1 00

SUMMARY OF PAYMENTS.

Construction,	$1,325 28
Maintaining the road or real estate of the corporation, and operating the road (hands),	4,094 00
Interest,	1,800 00
Miscellaneous, gas, oil, printing expense, etc.,	1,217 53
Municipal taxes,	231 71
State taxes,	167 19
Total,	$8,835 71

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of plane,	$97,936 56	Capital stock,	$60,000 00
Cash on hand,	1 161 35	Bonds,	30,000 00
Real estate,	588 40	Profit and loss,	9,704 51
Accounts,	18 20		
Total,	$99,704 51	Total,	$99,704 51

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FOUNTAIN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	William R. Johnston	Bellevue, Pa.
Secretary	S. S. Robertson	Pittsburgh.
Treasurer	C. H. McKee	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. Lydick	Pittsburg.	Joseph M. Wilson	Pittsburgh.
A. C. Steele	do.	M. F. Maloney	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Jeremiah J. Sullivan	Philadelphia.
Vice President	George S. Gandy	do.
Secretary	Thomas S. Harris	do.
Treasurer	Robert C. Brewster	do.
Auditor	Robert C. Brewster	do.
General Superintendent	W. H. Janney	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jeremiah J. Sullivan	Philadelphia.	John L. Lawson	Philadelphia.
Alfred Smith	do.	David Fleming	Philadelphia.
John Noblit	do.	Horace Geiger	Philadelphia.
Edgar Fries	do.	Frank Weekerly	Philadelphia.
James H. Gay	do.	George S. Gandy	Philadelphia.
M. W. Lipper	do.	Thomas McClary	Wilmington, Del.
Charles S. Lincoln	do.		

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Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The company.

General offices of the company at 2501 Kensington avenue, Philadelphia.

For information relating to this report, address R. C. Brewster, treasurer, 2501 Kensington avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power and steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854.

Title changed by act of assembly, April 9, 1858, to the Frankford and Southwark Philadelphia City Passenger Railroad Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Same as report of 1887.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 08

SUMMARY OF PAYMENTS.

Construction,	$20,886 49
Equipment,	5,593 25
Maintaining the road or real estate of the corporation, and operating the road,	423,875 44
Dividends,	240,000 00
Total,	$690,355 18

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction and equipment.	$1,052,763 65	Capital stock.	$1,000,000 00
Cash.	108,265 83	Bonds.	100,000 00
		Sinking fund.	1,230 45
Total.	$1,161,029 38	Profit and loss.	59,798 93
		Total.	$1,161,029 38

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July, 1889, 6 per cent. on capital,	$60,000 00
October, 1889, 6 per cent. on capital,	60,000 00
January 1890, 6 per cent. on capital,	60,000 00
April, 1890, 6 per cent. on capital,	60,000 00
Paid in dividends, cash,	$240,000 00

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FRANKSTOWN AVENUE PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Jno. G. Holmes	Pittsburgh, Pa.
Treasurer	William R. Holmes	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jno. G. Holmes	Pittsburgh, Pa.	George Rice	Pittsburgh, Pa.
H. S. A. Stewart	do.	Geo. C. Wilson	do.
Wm. R. Holmes	do.		

Date of annual meeting for election of directors: January 15, 1890.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Jno. G. Holmes, president, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was duly incorporated August 8, 1889, but no part of the road has yet been built.

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Craig D. Ritchie	Philadelphia.
Secretary and Treasurer	Lewis S. Renshaw	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Craig D. Ritchie	Philadelphia.	William Dulles	Philadelphia.
Meyer Siedenbach	do.	Samuel H. Jarden	do.
Clarence B. Moore	do.	John R. Baker, Jr.	do.

Date of annual meeting for election of directors: Second Monday in June.

By whom is the road operated? People's Passenger Railway Company.

General offices of the company at 1001 Chestnut street, Philadelphia.

The Germantown Passenger Railway is leased to the Peoples' Passenger Railway Company of Philadelphia for 999 years from October 1, 1881, at an annual rental of $135,000.00. Lessee pays in addition to rental, all interest on bonds, taxes, running expenses, etc. A detailed report will be made by the lessee.

GRANT STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Harry E. Armstrong	Sewickly, Pa.
Secretary	S. S. Robertson	Pittsburgh.
Treasurer	C. H. McKee	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. H. Lee	Pittsburgh.	R. B. Phillips, Jr.	Pittsburgh.
Jesse M. McGeary	Allegheny.	John Hennessy	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the Company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

GREENSBURG AND HEMPFIELD ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	R. S. Jamison	Greensburg, Pa.
Secretary	Edward Donohoe	do.
Treasurer	W. A. Huff	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Geo. F. Huff.	Greensburg, Pa.	John B. Head.	Greensburg, Pa.
Thomas Donohoe.	do.	R. S. Jamison.	do.
Geo. M. Jones.	do.		

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated? The Greensburg and Hempfield Electric Street Railway Company. The road is not completed; when it is will be operated by the above company.

With what other companies consolidated: We have purchased all franchises of the Greensburg Street Railway Company and the Greensburg and Surburban Street Railway Company.

Date of consolidation: Greensburg Street Railway Company, May 13, 1890, and Greensburg and Surburban Street Railway Company, June 27, 1890.

General offices of the company at Greensburg, Westmoreland county, Pa.

For information relating to this report, address Edward Donohoe, secretary, Greensburg, Pa.

What kind of power is used for propelling the cars on your road? Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter 27th day of September, 1889. The company was organized on the 18th day of September, 1889, at which time one hundred and sixty shares were subscribed and 10 per cent. thereof paid in.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Pennsylvania avenue in the borough of Greensburg, Westmoreland county, Pa., along said avenue to Otterman street; thence to Main street; thence to West Pittsburgh street, along West Pittsburgh to borough line; thence along West Newton Road in Hempfield township, to Spring street at borough line of Bunker Hill borough, along Spring street to Stanton street at line of said borough; thence through Hempfield township, along Stanton street to Greene, along Greene to the Huff road, along said road to Broad street, along Broad to Reamer avenue; thence returning, by single or double track, along same route to Main street, in Greensburg; thence south along Main to Mill street; thence north along Main street to Grant street, returning south along Main to Otterman, along Otterman to Division street at borough line, returning along Otterman to Pennsylvania avenue; thence along said avenue to a point near railroad station, the place of beginning.

GREENSBURG AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	E. E. Robins.	Greensburg, Pa.
Secretary.	E. B. McCormick.	do.
Treasurer.	J. C. Crownover.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. E. Robbins,	Greensburg, Pa.	E. B. McCormick,	Greensburg, Pa.
H. F. Stark,	do.	Jno. E. Kunkle,	do.
J. C. Crownover,	do.	Geo. S. Rumbaugh,	do.

Date of annual meeting for election of directors: First and only election 21st September, 1889.

By whom is the road operated? Greensburg and Hempfield Electric Street Railway Company of Greensburgh, Pa.

With what other companies consolidated? Greensburg and Hempfield Electric Street Railway Company of Greeensburg, Pa.

Date of consolidation: January 1, 1890.

General offices of the company at Greensburg, Pa.

For information relating to this report, address E. E. Robbins, Greensburg, Pa.

What kind of power is used for propelling the cars on your road? Never built any part of line.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

A short time after 21st September, 1890, the date of granting charter of the Greensburgh and Suburban Street railway, the Greensburg and Hempfield Electric Street railway was chartered, covering practically the same route with the same terminal points. The building of both lines being impracticable and unnecessary, the most feasible line, adopting parts of each line, was adopted by the Greensburg and Hempfield Electric Street Railway Company, and a line constructed, which is now about complete.

Under an amicable agreement the charter and all papers relating to the Greensburg and Suburban Street Railway Company, were turned over to the Greensburg and Hempfield Electric Street Railway Company and the company merged.

The Greensburg and Suburban Street Railway Company has not now any existence, and there is no other report to make.

GREEN AND COATES STREET PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Moses A. Dropsie,	Philadelphia, Pa.
Secretary,	Louis S. Renshaw,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
James McManes,	Philadelphia, Pa.	Meyer Stedenbach,	Philadelphia, Pa.
Phineas Fries,	do.	Clarence B. Moore,	do.
William Dulles,	do.	Mayer Troutman,	do.
Charles J. Walton,	do.	Joseph Koch,	do.
James F. Sullivan,	do.	Martin V. Burton,	do.
Oliver Hopkinson,	do.	Benjamin F. Hart,	do.

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Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? People's Passenger Railway Company.
General offices of the company at 1001 Chestnut street, Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

The Green and Coates Street Passenger Railway Company was leased to the People's Passenger Railway Company for the term of 999 years from September 1, 1881, for rental of $60,000.00 per annum.

A detailed report will be made by the lessee.

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Henry A. Kelker	Harrisburg, Pa.
Secretary	Alexander Roberts	do.
Treasurer	Rudolph F. Kelker	do.
Superintendent	Samuel B. Reed	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry A. Kelker	Harrisburg, Pa.	James G. M. Bay	Harrisburg, Pa.
William R. Gorgas	do.	George F. Rohrer	do.
Lane S. Hart	do.	George R. Fleming	do.
Elias Z. Wallower	do.	Harris Cohen	do.
John T. Ensminger	do.	George W. Reily, M. D.	do.

Date of annual meeting for election of directors: First Monday in May.
By whom is road operated? By above mentioned company.
General office of the company at No. 27 South Second street, Harrisburg, Pa.
For information relating to this report, address Rudolph F. Kelker, Harrisburg, Pa.
What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly of Pennsylvania in 1861. See pamphlet laws (appendix of 1865, pp. 871 and 872), act approved May 1, 1861. Road built in 1865.

By act of assembly approved April 1, 1873, authority was given to sell the road and to make a deed to the purchaser or purchasers thereof, and granting to them, their heirs and assigns, all the privileges, rights and immunities authorized by the original act of incorporation, and said purchasers incorporated under the name of the Harrisburg City Passenger Railway Company.

NOTE.—In the act of 1873, as published in the pamphlet laws of that year, the purchasers are said to be styled the "Harrisburg City Passenger *Railroad* Company," which is a misprint. By reference to the manuscript law in the State Department it will be found that the corporate title is "The Harrisburg City Passenger *Railway* Company."

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After the reorganization of the company the tracks were extended from time to time until they cover the streets and route described.

The cars are run only on secular days, and have never been run upon the Lord's day.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Delaware avenue, down Third to Walnut, out Walnut to Second street, down Second street to Vine, out Vine to Race street, down Race to Hanna street. From Maclay street down Sixth and Fourth streets to Chestnut and Second streets. And from intersections of Reily and Sixth streets down Reily to Second street; thence down Second street to Market square; thence out Market street to the depots of Pennsylvania Railroad Company and Philadelphia and Reading Railroad Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in books of fifty sold for,	2 00

SUMMARY OF PAYMENTS.

Construction—relaying track, $7,475.12; repairs to track, $609.07; repairs to buildings, $76.59.	$8,160 78
Equipment—harness, $278.78; repairs to cars, $683.58; horses, $3,369.60,	4,331 96
Maintaining the road or real estate of the corporation, and operating the road, exclusive of horses, harness, car repairs and rent and taxes,	26,565 01
Interest,	539 82
Dividends,	6,000 00
Miscellaneous—taxes on real estate, $236.47; rent, $146.75,	383 22
Municipal taxes,	549 02
State taxes,	629 03
Total,	$47,158 84

GENERAL BALANCE SHEET.

DR.			CR.	
Construction,	$92,109 57		Capital stock paid up,	$100,000 00
Equipment,	67,653 37	$159,762 94	Unfunded debt, being temporary loan made from Harrisburg National Bank to purchase steel rails, and relaying part of the track,	10,000 00
Cash on hand close of business June 30, 1890,		3,731 52	Balance,	54,192 46
Supplies on hand June 30, 1890, viz:			Total,	$164,192 46
Thirty-three tons of hay, estimated at $12.00,	$396 00			
Oats, estimated,	52 00			
Yellow pine ties, estimated,	50 00			
Johnson steel rails,	200 00	698 00		
Total,		$164,192 46		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July, 1889, dividend 3 per cent.,	$3,000 00
January, 1890, dividend 3 per cent.,	3,000 00
Paid in dividends, cash,	$6,000 00
Total surplus, balance on hand June 30, 1890,	$3,731 52

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HAZLEWOOD, HOMESTEAD AND BRADDOCK PASSENGER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	James D. Callery	Pittsburgh.
Secretary	John W. Taylor	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery	Pittsburgh.	Wm. J. Burns	Allegheny.
George C. Wilson	do.	Jno. W. Taylor	Pittsburgh.
W. V. Callery	do.		

By whom is the road operated? The Hazlewood, Homestead and Braddock Passenger Street Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, secretary, care City Savings Bank of Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Road not constructed.

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Charles H. Lafferty	3513 Spring Garden street.
Secretary, Treasurer and Auditor	L. N. Wagner	627 N. Sixteenth street.
Assistant Secretary and Treasurer	E. A. Shunk	520 N. Fifteenth street.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
L. N. Wagner	627 N. Sixteenth street.	P. J. Corcoran	2030 Christian street.
J. R. Griffiths	119 N. Third street.	S. G. Thompson	259 S. Fourth street.
H. Donahue	3965 Market street.		

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at 4300 Lancaster avenue, Philadelphia, Pa.

For information relating to this report, address Charles H. Lafferty, 4300 Lancaster avenue, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

We are unable to furnish any definite information in reference to this matter.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Arch Street Line.—From depot, 4300 Lancaster avenue, to Haverford, to Thirty-third, to Spring Garden; crossing bridge to Twentieth, to Arch, to Second; returning, Arch to Twenty-first, to Callowhill, to Twenty-third street, to Spring Garden, to Lancaster avenue, to depot.

Race and Vine Streets Line.—West end of lower deck of Callowhill Street Bridge to Biddle, to Hamilton, to Twenty-second, to Race, to Second street, to Walnut, to Dock; returning, Dock to Third, to Vine, to Twenty-third, to Callowhill, to point of departure.

Hestonville Branch.—From depot, 4300 Lancaster avenue to Fifty-second street, to Georges Hill and return same route (double track).

Zoological Branch.—From Thirty-fifth and Spring Garden to Zoological Garden and return (double track).

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8
Tickets in packages of four sold for	20

SUMMARY OF PAYMENT.

Construction,	$638 70
Maintaining the road or real estate of the corporation, and operating the road,	260,967 22
Interest,	30,993 57
Miscellaneous,	30,977 00
Municipal taxes,	2,050 00
State taxes,	10,005 76
Total,	$335,632 25

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction,	$410,212 26	Capital stock,	$299,381 36
Equipment,	140,728 50	Hestonville first mortgage, new account,	300,000 00
Real estate,	319,111 74	Race and Vine streets bonded debt,	124,500 00
Cash,	16,725 88	Hestonville second mortgage,	75,000 00
Real estate sales,	49,314 51	Hestonville first mortgage,	600 00
Ground rent,	1,000 00	Bonds and mortgages on real estate,	97,999 99
City of Philadelphia,	500 00	Race and Vine street coupons,	3,895 25
Bills receivable,	275 00	Hestonville coupons, new account,	780 00
		Dividends,	698 45
Total,	$937,867 89	Hestonville first mortgage coupons,	367 50
		Conductors' deposits,	1,090 00
		Drivers' deposits,	47 00
		Profit and loss,	33,508 34
		Total,	$937,867 89

HIGHLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	George W. Rowley, Jr.	Pittsburgh.
Vice President	W. W. Murray	do.
Secretary	S. S. Robertson	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert L. McCance	Pittsburgh.	W. W. Murray	Pittsburgh.
Joseph M. Wilson	do.	William H. Self	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

General offices of the company at 77 Diamond street, Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890. Construction of railway commenced but not yet completed, only 1,200 feet of track laid.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Within the city of Pittsburgh, beginning at the intersection of Collins avenue and Kirkwood street; thence along Collins avenue, in a westerly direction, to Highland avenue; thence along Highland avenue, in a northerly direction, to Bryant street; thence returning by double tracks along the same route to place of beginning. Said railway will connect at its northern terminus with the Craig Street railway, and at its southern terminus with the Larimer Street railway and the Duquesne Street railway.

GENERAL BALANCE SHEET.

Have not prepared balance sheet as the road is being constructed under contract, the contractors having got only fairly commenced and the company not having made a settlement with them.

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HILAND PARK PASSENGER RAILWAY COMPANY,

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	E. M. Bigelow	Pittsburgh.
Secretary	A. M. Neeper	do.
Treasurer	John F. Steel	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. M. Bigelow	Pittsburgh.	W. J. Smith	Pittsburgh.
John M. Anderson	do.	John F. Steel	do.
James Carothers	do.		

By whom is the road operated: Not in operation.

General offices of the company at Pittsburgh.

For information relating to this report, address John F. Steel, 410 Smithfield street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated August 10, 1889. The consent of the authorities of the city of Pittsburgh to construct the road has not yet been obtained. Nothing further has been done than completing and keeping up the organization of the company.

HOMEWOOD AVENUE RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. S. A. Stewart	Pittsburgh.
Secretary	John F. Steel	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. A. Stewart	Pittsburgh.	John F. Steel	Pittsburgh.
James P. Speer	do.	Robt. J. Coyle, Jr.	do.
Edward House	do.	Robt. S. Frazer	do.

By whom is the road operated: Not yet constructed.

General offices of the company at Pittsburgh.

For information relating to this report, address John F. Steel, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Homewood Avenue Railway Company was incorporated August 8, 1889. It has not yet obtained the consent of the authorities of the city of Pittsburgh to construct its railway in said city.

HOWE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President	Joseph M. Wilson	Pittsburgh.
Vice President	W. W. Murray	do.
Secretary	S. S. Robertson	do.
Treasurer	C. H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAME.	RESIDENCES.
W. W. Murray	Pittsburgh.	A. J. Edwards	Pittsburgh.
H. T. Rowley	do.	S. S. Robertson	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at 77 Diamond street, Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 9, 1889. Railway not yet constructed.

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Tom L. Johnson	Cleveland, O.
Vice President	John B. Hoefzen	Johnstown, Pa.
Secretary	B. L. Yeagley	Johnstown, Pa.
Treasurer	John B. Hoefzen	Johnstown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Tom L. Johnson	Cleveland, O.	Johnson Allen	Johnstown, Pa.
A. J. Moxham	Johnstown, Pa.	B. L. Yeagley	Johnstown, Pa.
Herman Baumer	Johnstown, Pa.	John B. Hoefzen	Johnstown, Pa.
Alex. Kennedy	Johnstown, Pa.		

By whom is the road operated? Johnstown Passenger Railway Company by John B. Hoefzen.

General offices of the company at Johnstown, Pa.

For information relating to this report, address John B. Hoefzen, vice president.

What kind of power is used for propelling the cars on your road? At present not any. Electricity is to be the power when road is next started.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter of road granted May 8, 1882. Road built during 1882; operated until May 31, 1889 (date of great flood), since which there have been no cars run. We are now putting in an electric road, but will probably not run cars before December or January next.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: All the track existing previous to the flood will be torn up and relaid, as fast as there is a demand for it, with heavy girder rail for electric cars. None of old track will be used again. The new track is now being laid and we hope to have four and three-quarter miles of double track ready to operate by December or January next.

GENERAL BALANCE SHEET.

DR.		CR.	
Flood loss	$85,000 00	Capital stock	$100,000 00
Old track	6,007 87	Bills payable	105,460 01
Real estate	13,200 00	Rent	25 00
Electric plant	1,247 61	Cash on hand January 1	2,952 79
Electric street construction	9,969 28		
Car machinery	118 57	Total	$208,437 80
Power station	7,416 20		
Car house and shop	4,927 49		
Office	269 81		
Track construction	62,131 61		
Cars	2,893 56		
Cash on hand July 1	15,255 75		
Total	$208,437 80		

IMPORTANT CHANGES DURING THE YEAR.

Road sold to Tom L. Johnson and others, they taking all shares except ninety-six.

LANCASTER CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	John A. Coyle	Lancaster, Pa.
Vice President	Dr. M. L. Herr	Lancaster, Pa.
Secretary	J. Edward Ackley	New York city.
Treasurer	J. H. Baumgardner	Lancaster, Pa.
General Superintendent	Lem C. Witmer	Lancaster, Pa.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John A. Coyle.	Lancaster, Pa.	J. Edward Ackley.	New York city.
Dr. M. L. Herr.	do.	Sumner T. Dunham.	do.
Waller M. Franklin.	do.	Knight Neftel.	do.
Jacob B. Long.	do.	D. G. Thompson.	do.
J. H. Baumgardner.	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Lancaster City Street Railway Company.

With what other companies consolidated? East End Street Railway Company.

Date of consolidation: January 29, 1890,

General offices of the company at No. 10 North Queen street, Lancaster, Pa.

For information relating to this report, address J. H. Baumgardner, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? At present horse power is used but the road is being rebuilt to use electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was granted to the Lancaster City Street Railway Company on November 28, 1883. Capital $10,000.00. Five thousand eight hundred feet of road was built the following spring and opened June 9, 1884. Since then the road has been increased in length by additions and consolidation with the East End Street Railway Company to a length of five and one-half miles, and the capital increased to $160,000.00. It is expected that by October 1, 1890, electricity will be used for motive power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at the monument in Centre square, up East King to North Duke; on North Duke to Walnut; out Walnut to New Holland Pike; thence to McGrann's Park, a distance of 5,800 feet, return over same route. Also connect with the above at Duke and Walnut streets; out Duke to New, to Prince, to James, to North Queen, to Pennsylvania railroad depot, a distance of 6,760 feet, return on same route. Also from East King and Duke: down Duke to Vine, to South Queen, out South Queen to Engleside, a distance of 6,500 feet, return over same. Also from East King and Duke, out East King to Potts' Landing, a distance of 8,860 feet, return over same. One branch from the monument on North Queen street to the Pennsylvania railroad depot, a distance of 1,200 feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	07
Tickets in packages of twenty-five sold for,	1 00

SUMMARY OF PAYMENTS.

Construction,	$1,048 00
Equipment,	545 00
Maintaining the road or real estate of the corporation, and operating the road,	11,187 78
Interest,	998 09
New passenger cars and horses: Four new horses, $545.00,	
Payments to loan account,	15,000 00
Miscellaneous,	1,013 25
Municipal taxes,	95 97
State taxes,	170 36
Total,	$30,058 45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction	$46,011 52	Capital stock	$63,900 00
Equipment	19,073 58	Unfunded debt	16,000 00
Real estate	11,000 00		
Steel rails, tools, etc.	1,500 00	Total	$79,900 00
Cash on hands	825 34		
Profit and loss	1,489 56		
Total	$79,900 00		

STOCK AND DIVIDENDS.

Balance for the year or surplus	$825 34
Surplus at commencement of the year	542 06
Total surplus	$1,367 40

IMPORTANT CHANGES DURING THE YEAR.

During the year the road has been increased in length to five and one-half miles by new road being built and by consolidation with the East End road. The capital has been increased to $160,000.00, and a funded debt authorized of $160,000.00 to be used on applying electrical power.

LANCASTER AND LITITZ RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	John A. Coyle	Lancaster, Pa.
Vice President	Dr. M. L. Herr	Lancaster, Pa.
Secretary	J. Edward Ashley	New York city.
Treasurer	J. Edward Ashley	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Dr. M. L. Herr	Lancaster, Pa.	J. Edward Ashley	New York city.
John H. Baumgardner	Lancaster, Pa.	Knight Neftel	New York city.
Walter U. Franklin	Lancaster, Pa.	John A. Coyle	New York city.
Jacob B. Long	Lancaster, Pa.		

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? The road is not yet constructed or operated.

General offices of the company at No. 120 East King street, Lancaster, Pa.

For information relating to this report, address John A. Coyle, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? It is proposed to be operated by electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The date of the original charter is March 29, 1890. The stockholders met and elected a board of directors, president, vice president, secretary and treasurer. The construction of the road has not been commenced.

SUMMARY OF PAYMENTS.

Miscellaneous, cost of charter, etc.,	$87 00

GENERAL BALANCE SHEET.

Cash in hands of treasurer,	$1,323 00

LANCASTER AND MILLERSVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John C. Hager,	Lancaster township, Lancaster county, Pa.
Vice President,	Henry S. Shirk,	Lancaster city, Pa.
Secretary,	Charles Denues,	Lancaster city, Pa.
Treasurer,	Charles Denues,	Lancaster city, Pa.
Auditors appointed,	David C. Kready,	
	Philip Bausman,	

DIRECTORS.

NAMES.	RESIDENCES.
John C. Hager,	Lancaster township, Lancaster county, Pa.
Henry S. Shirk,	Lancaster city, Pa.
Samuel Bausman,	Lancaster township, Lancaster county, Pa.
Michael Reilly,	Lancaster city, Pa.
Jacob H. Landis,	Millersville, Lancaster county, Pa.
Dr. P. W. Hiestand,	Millersville, Lancaster county, Pa.
Jacob M. Frantz,	Lancaster township, Lancaster county, Pa.
Francis Shroder,	Lancaster city, Pa.
Andrew M. Frantz,	Lancaster city, Pa.

Date of annual meeting for election of directors: Third Monday in January.

By whom is the road operated? By the board of directors through a committee called the "committee on running of road."

General offices of the company: None, except the secretary and treasurer's office at Lancaster.

For information relating to this report, address Charles Denues, secretary, or Andrew M. Frantz, Esq., chairman of committee, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

We are the lessees of the Lancaster and Reading Narrow Gauge Railroad Company, under whose charter, approved the 10th day of May, A. D. 1871, the road was constructed.

CHARACTERISTICS OF ROAD

Route of road, streets occupied and connections: Begins at Pennsylvania depot, Lancaster, from there down North Queen street to Centre Square, to West King street, to North Prince street, to West Orange street, to Columbia avenue, to College avenue, to Manor turnpike, to Millersville, to George street, to Frederick street, to depot and stable. Road connects with West End Passenger Railway Company at the junction of the Columbia turnpike and College avenue.

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RATE OF FARE FOR PASSENGERS.

Single fare,	5, 10 & 15 cts.

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$6,274 04
Dividends,	4,800 00
Horses,	275 00
Township tax,	6 83
State taxes,	201 12
Total,	$11,556 99

GENERAL BALANCE SHEET.

The business of our road is of such a character, and small in amount, that the balance sheet as arranged could not be made up, as few of the mentioned items enter into our account.

Capital stock,	$40,000 00

STOCK AND DIVIDENDS.

Paid in dividends, cash,	$4,800 00
Balance for the year, or surplus,	$29 75
Surplus at commencement of the year,	1,284 12
Total surplus,	$1,313 87

LARIMER STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George W. Rowley, Jr.,	Pittsburgh.
Vice President,	Joseph M. Wilson,	do.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph M. Wilson,	Pittsburgh.	W. H. Seif,	Pittsburgh.
W. W. Murray,	do.	Robert L. McCance,	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at 77 Diamond street, Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 19, 1889. Railway not yet constructed.

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LARIMER AND LINCOLN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Thomas S. Bigelow.	Pittsburgh.
Secretary.	Geo. L. McFarlane.	do.
Treasurer.	Joseph Stuart.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas S. Bigelow.	——	Joseph Stuart.	——
G. W. Elkins.	——	Geo. H. Speer.	——
F. C. Brittain.	——		

Date of annual meeting for election of directors: January 15, 1890.
By whom is the road operated? Road not operated.
General offices of the company at Pittsburgh.
For information relating to this report, address Geo. L. McFarlane, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was duly incorporated August 14, 1889, but road not constructed.

LEBANON ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	C. Shenk.	Lebanon, Pa.
Secretary.	Richard Melly.	do.
Treasurer.	Jacob H. Grove.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. Shenk.	Lebanon, Pa.	A. Frank Seltzer.	Lebanon, Pa.
Richard Melly.	Lebanon, Pa.	John J. Patterson.	Mifflintown, Pa.
C. H. Melly (deceased).	Lebanon, Pa.	J. F. Bailey.	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Lebanon, Pa.

For information relating to this report, address R. Meily, secretary.

What kind of power is used for propelling the cars on your road? Electricity proposed.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter dated November 28, 1887. Organization under act of May 23, 1878, declared unconstitutional under suit for injunction to restrain construction.

On June 3, 1889, the stockholders accepted the provisions of act of May 14, 1889, under which new letters patent were issued to company.

No road has been constructed. Negotiations pending with Berks and Dauphin Turnpike Company to secure right to build road on turnpike.

LEHIGH AVENUE RAILWAY COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Wm. Wharton, Jr.	Philadelphia.
Secretary and Treasurer	Ellsworth H. Hults	do.
General Superintendent	James Leaming	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCE.
Wm. Wharton, Jr.	Philadelphia.	James R. Booth	Philadelphia
Wm. Rotch Wister	do.	Langhorne Wister	do.
J. N. M. Shimer	do.		

Date of annual meeting for election of directors: Second Monday of January.

General offices of the company at 331 Walnut street, Philadelphia.

For information relating to this report, address Wm. Wharton, Jr., president, 331 Walnut street, Philadelphia.

What kind of power is used for propelling cars on your road? Storage battery electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by act of assembly of the State of Pennsylvania, approved December 18, 1873.

Letters patent dated December 30, 1873.

Ordinance granting permission and authority to lay the track was approved by the mayor of Philadelphia, December 24, 1886.

Construction of track was begun in 1887.

The line was put in regular service on May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The track is on Lehigh avenue, from Second street to Broad street, with branch track on Park avenue, Somerset street and Glenwood avenue. Also through ground of this company and other private ground. Also, on Lehigh avenue, from about Twentieth street to Ridge avenue. The whole track with the exception of about five hundred feet is double track throughout.

Connections are made with the People's Passenger Railway tracks at Fourth street, Eighth street and Germantown avenue, but are not used.

Connections are made with the Philadelphia Traction company's tracks at Seventh street and Ninth street, and their cars are run over our tracks to Broad street and back.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8

SUMMARY OF PAYMENTS.

Construction, total amount to date,	$126,228 93
Equipment, total amount to date,	18,000 00
Maintaining the road or real estate of the corporation, and operating the road during the previous twelve months,	4,444 82
Interest during the previous twelve months,	3,000 00
Miscellaneous during the previous twelve months,	1,500 00
Municipal taxes on real estate for 1889,	138 69
State tax,	720 00
Total,	$154,032 44

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, etc.,	$227,000 00	Capital stock,	$200,000 00
Sundry accounts,	37,967 53	Unfunded debt, etc.,	136,000 00

IMPORTANT CHANGES DURING THE YEAR.

Line was put in public service on May 1, 1890.

LOMBARD AND SOUTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Edward B. Murphy,	Philadelphia.
Secretary,	R. B. Selfridge,	do.
Treasurer,	R. B. Selfridge,	do.
Auditor,	Samuel Moore, Jr.,	do.
General Superintendent,	J. H. Fresh,	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward Samuel,	Philadelphia.	Wm. H. Shelmerdine,	Philadelphia.
R. N. Carson,	do.	Wm. Roach Wister,	do.
Edward J. Moore,	do.		

Date of annual meeting for election of directors: First Tuesday in November.

By whom is the road operated? Lombard and South Streets Passenger Railway Company.

General offices of the company at No. 2509 South street, Philadelphia.

For information relating to this report, address R. B. Selfridge, secretary and treasurer, No. 2509 South street, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter dated May 16, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Main line.—Twenty-fifth and Lombard streets to Front street, to Market street (track on Dock street, to Delaware avenue); returning by way of Front street, to South street, out South street to depot, Twenty-fifth and South streets.

Passyunk avenue division.—From depot, Thirteeth and Snyder avenue, to Twelfth street, to Dickinson street, to Eighth street, to Christian street, to Fifth street, to Lombard street, to Front street, to South street, to Passyunk avenue, to Juniper street, to Snyder avenue, to Broad street.

Point Breeze extension.—From depot, Thirteenth and Snyder avenue, on Snyder avenue to Passyunk avenue, to Schuylkill river bank and return by same route to depot.

West Philadelphia division.—From Twenty-fifth and South streets to Thirty-eighth and Spruce streets, to Hutton street, via Thirty-eighth street and Lancaster avenue, to Fortieth street, to Spruce street, to depot.

Thirty-third street division.—From Thirty-third and Spruce streets to Zoological Garden, via Thirty-third street to Eadline avenue, to Thirty-fifth street; returning by way of Thirty-fifth and Thirty-sixth streets, to Walnut and Thirty-third streets, to Spruce street, to depot, Twenty-fifth and South streets.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets, with Omnibus Company General,	0 06

SUMMARY OF PAYMENTS.

Construction and Passyunk avenue extension,	$41,603 06
Equipment,	26,458 00
Maintaining the road or real estate of the corporation, and operating the road,	184,108 58
Interest,	11,240 21
Dividends,	80,000 00
Miscellaneous,	2,752 67
Municipal taxes,	3,455 84
State taxes,	1,591 76
Total,	$351,210 12

GENERAL BALANCE SHEET.

DR.		CR.	
Cash	$17,853 23	Capital stock	$374,842 50
Construction	589,338 77	Five per cent. bonds	150,000 00
Equipment	75,060 74	Seven per cent. bonds	6,400 00
Real estate	93,307 88	Mortgages and ground rents	18,010 00
Sundry accounts	422 99	Sundry accounts	129,848 22
Betterments	29,330 89	Profit and loss	208,887 96
Investments in stocks	150,406 70	Premium account	74,977 50
Contractor, on account stable extension	5,000 00	Total	$962,966 18
Improvement account	2,244 98		
Total	$962,966 18		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October 31, 1889, 8 per cent.; April 30, 1890, 8 per cent.

Paid in dividends, cash, ... $80,000 00

IMPORTANT CHANGES DURING THE YEAR.

Since last report this company has extended their Passyunk avenue division to Point Breeze, or Schuylkill river bank, via Snyder and Passyunk avenues.

MANSFIELD VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	William J. Burns	Pittsburgh, Pa.
Secretary	Jno. W. Taylor	do.
Treasurer	Jno. S. Scully	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William J. Burns	Pittsburgh, Pa.	James D. Collery	Pittsburgh, Pa.
Jno. S. Scully	do.	Geo. C. Wilson	do.
J. V. Patton	do.		

Date of annual meeting for election of directors: January 15, 1890.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Jno. W. Taylor, secretary, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 12, 1889, but no part of the road has been built.

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MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Charles T. Walton	——
Secretary	W. H. Lewis	——
Treasurer	C. J. McGlinchy	——
General Superintendent	Albert Tebben	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
William Ring	Roxborough, Phila.	W. J. Donohugh	Roxborough, Phila.
J. Vaughn Merrick	Roxborough, Phila.	C. J. McGlinchy	Manayunk, Phila.
H. G. Janes	Roxborough, Phila.	John C. Klander	Philadelphia.
Benjamin Haney	Roxborough, Phila.		

Date of annual meeting for election of directors: Third Wednesday in February.

By whom is the road operated? Manayunk and Roxborough Inclined Plane and Railway Company.

General offices of the company at Roxborough, Philadelphia.

For information relating to this report, address W. H. Lewis, secretary, Roxborough, Philadelphia.

What kind of power is used for propelling the cars on your road? Horse power only.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter was approved April 9, 1873. The capital stock authorized, $100,000.00, in shares of $25.00 each. The construction of the road began August 18, 1874, and completed November 19, 1874, at a cost of $8,100.00 per mile. The total length, 5 miles and 2,200 feet. The road was formally opened by the directors and invited guests November 21, 1874. Its route being through a suburban portion of the city, and connecting with Reading railroad trains to and from the city only, the sparse population has thus far little more than sustained the expenses of the company and provided the necessary renewal of road bed and track incidental to the yearly wear and tear.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Ridge road from Wissahickon station of the Norristown branch of the Reading railroad north to Barren Hill, in Montgomery county, to a point about one mile above the Philadelphia county line. The route is divided into three fares. Total number of single fares received during the year, 320,768, exclusive of season tickets issued in connection with the Reading Railroad Company.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 06
Tickets in packages of 5 sold for	25
Children's tickets in packages of 8 sold for	25

SUMMARY OF PAYMENTS.

Construction,	$3,617 59
Maintaining the road or real estate of the corporation, and operating the road,	5,010 37 12,856 83
Interest,	186 29
Municipal taxes,	41 19
State taxes,	187 04
Total,	$21,899 31

GENERAL BALANCE SHEET.

DR.		CR.	
Road bed and real estate	$5,010 37	By net passenger receipts, etc.,	$18,792 35
Operating expenses	12,856 83	By balance to the debit of profit and loss,	3,106 96
Interest	186 29		
Taxes	228 23		
Construction account	3,617 59	Total,	$21,899 31
Total,	$21,899 31		

STOCK AND DIVIDENDS.

The road has made no dividends since its organization.

MARKET SQUARE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Robert S. Frazer,	Pittsburgh, Pa.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Albert J. Edwards	Pittsburgh.	Joseph M. Wilson	Pittsburgh.
Joseph Mitchell	do.	W. W. Murray	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured and construction not commenced.

MARKET STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	George W. Rowley, Jr.	Pittsburgh.
Vice President	Joseph M. Wilson	do.
Secretary	Samuel S. Robertson	do.
Treasurer	Charles H. McKee	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert L. McCance	Pittsburgh.	W. W. Murray	Pittsburgh.
Joseph M. Wilson	do.	William H. Self	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at 77 Diamond street, Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Railway not yet constructed. Incorporated January 30, 1890.

MARSHALL STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	W. H. Kemble	Philadelphia.
Secretary	D. W. Dickson	do.
Treasurer		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. H. Kemble	Philadelphia, Pa.	Clay Kemble	Philadelphia, Pa.
David H. Lane	do.	John B. Peddle	do.
Geo. D. Widener	do.		

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at northwest corner of Forty-first and Haverford streets, Philadelphia, Pa.

CHARACTERISTICS OF ROAD.

Road not completed.

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McKEESPORT AND DUQUESNE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	E. P. Douglass	McKeesport, Pa.
Secretary	J. C. Smith	McKeesport, Pa.
Treasurer	W. B. Peters	McKeesport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. C. Smith	McKeesport, Pa.	O. S. Waddell	McKeesport, Pa.
E. F. Woods	McKeesport, Pa.	Thomas Reynolds	Reynoldton, Pa.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? The road is not constructed and in operation.

General offices of the company at McKeesport, Allegheny county, Pa.

For information relating to this report, address E. P. Douglass, president, McKeesport, Allegheny county, Pa., or J. C. Smith, secretary, McKeesport, Allegheny county, Pa.

What kind of power is used for propelling the cars on your road? It is the intention to use electrical power when the road is constructed and operated.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was chartered August 16, 1889.

MIDVALE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Samuel Bradbury	Wayne avenue, Germantown, Pa.
Secretary and Treasurer	Henry L. Davis	Wayne and Walnut Lane, Germantown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Samuel Bradbury	Wayne ave., Germantown, Pa.	William H. Scott	School Lane, Germantown, Pa.
William G. Warden	School Lane, Germantown, Pa.	Robt. S. Smith	Queen street, Germantown, Pa.
George H. Brown	School Lane, Germantown, Pa.	Henry L. Davis	Wayne and Walnut Lane, Germantown, Pa.

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Date of annual meeting for election of directors: First Thursday in November.

By whom is the road operated? Not yet built.

General offices of the company at Germantown, Pa.

For information relating to this report, address Samuel Bradbury, president, Wayne avenue, Germantown, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated 13th November, 1889. Organization duly completed; nothing done as to construction.

MILLVALE PASSENGER RAILWAY COMPANY, AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	P. W. Siebert.	367 Main st., Pittsburgh.
Vice President.	Walter Lyon.	Pittsburgh.
Secretary.	Conrad Van Buren.	Millvale borough.
Treasurer.	Jacob T. Keil.	Aiken bor., Pittsburgh.
General Manager.	P. W. Siebert.	367 Main st., Pittsburgh.
General Superintendent.	P. W. Siebert.	367 Main st., Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. W. Siebert.	367 Main st., Pittsburgh.	Walter Lyon.	Pittsburgh.
C. Van Buren, Jr.	Millvale borough.	James Gardner.	Millvale borough.
Jacob T. Keil.	Aiken av., Pittsburgh.	Christian Siebert.	Butler and 52d streets.

Date of annual meeting for election of directors: June 10.

General offices of the company at Pittsburgh.

For information relating to this report, address P. W. Siebert, 367 Main street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Roads were organized under the old street railroad law, and were re-chartered under the new street railway act on May 29, 1889.

They have about one mile of street railway track leased from the Citizens' Traction Company of Pittsburgh.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at Butler street and Forty-third street, thence along Forty-third street to Ewalt street bridge, over the Allegheny river; thence over said bridge to Millvale borough; thence along Bridge street to West Pennsylvania Railroad Company, where we have been detained by the West Pennsylvania Railway Company from crossing over their tracks; after crossing Western Pennsylvania railroad, along Allegheny and Butler Plank Road Company to Grant avenue; thence along Grant avenue to Hooker street; thence along Hooker street to Shaler township, returning by way of Hooker street to Lincoln avenue; thence along Lincoln avenue to Butler and Allegheny plank road; thence to intersection at Grant avenue.

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SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$80 00
Lease rent to Citizens' Traction Company,	225 00
Total,	$305 00

MONONGAHELA INCLINE PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jas. M. Bailey,	Pittsburgh, Pa.
Secretary, Treasurer, Superintendent,	John L. Awl,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John S. McMillin,	Pittsburgh, Pa.	Jos. G. Walter,	Pittsburgh, Pa.
Wm. Halpin,	do.	L. W. Dalzell,	do.
Geo. W. Beltzhoover,	do.	E. W. Smith,	do.
John Paull,	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address either Jas. M. Bailey, president, or John L. Awl, secretary.

What kind of power is used for propelling the cars on your road? Stationary engines.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The plane commences on Carson street, in the Thirty-third ward of the city of Pittsburgh, to Grand View avenue, in the Thirty-second ward, a distance of 640 feet. The road bed is constructed by a plate girder bridge to the rocks on the hillside, a distance of 380 feet, from the end of the bridge to the terminus, on 12 and 15 inch I beams with oak cross ties. Both roads are 640 feet long at an angle of 35 feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Commutation tickets for adults sixty trips,	1 25
Commutation tickets for children under sixteen years of age, fifty-four tickets,	80
Round trip tickets twenty-five up and twenty-five down,	1 50

SUMMARY OF PAYMENTS.

Interest,	$3,957 50
Dividends,	8,400 00
Payments to loan account,	6,000 00
Payments made to surplus fund,	21,612 21
Municipal taxes,	608 10
State taxes,	835 77

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$223,416 77	Capital stock,	$140,000 00
Real estate,	26,583 23	Bond and mortgage,	100,000 00
Purchased bonds,	35,000 00	Surplus fund,	72,091 24
Cash,	31,291 24	Profit and loss,	4,200 00
Total,	$316,291 24	Total,	$316,291 24

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1869, 3 per cent.; January, 1890, 3 per cent.

Paid in dividends, cash,	$8,400 00
Balance for the year, or surplus,	$21,603 21
Surplus at commencement of the year,	50,488 03
Total surplus,	$72,091 24
Cash and loans,	$31,291 24
Balance of accounts due company, improvements,	5,800 00

MONONGAHELA STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	R. H. Lee,	Pittsburgh.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. B. Phillips, Jr.,	Pittsburgh.	Harry E. Armstrong,	Sewickley, Pa.
John Hennessy,	do.	Jesse M. McGeary,	Allegheny, Pa.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

MOUNT OLIVER INCLINE RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. S. A. Stewart	Pittsburgh.
Secretary	J. W. Patterson	do.
Treasurer	T. H. Given	do.
General Superintendent	M. S. Holden	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. A. Stewart	Pittsburgh.	R. S. Frazer	Pittsburgh.
T. H. Given	do.	F. Hampe	do.
J. W. Patterson	do.	Joshua Rhodes	do.
S. P. Conner	do.		

Date of annual meeting for election of directors: First Tuesday in May.

By whom is the road operated? Mount Oliver Incline Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Jas. W. Patterson, secretary, Mount Oliver Incline Railway Company, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Steam and horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Carson street along Twelfth street to lower station of inclined plane, corner of Twelfth and Frederick streets; from lower station of inclined plane to upper station on Washington avenue; from upper station, along Mount Oliver street, John street and Amanda avenue to Southern avenue, Mount Oliver; from upper station, along Washington avenue to Beltzhoover borough.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of fifty sold for	$2 00, $1 25, $1 00

SUMMARY OF PAYMENTS.

Interest	$2,931 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of plane	$89,065 53	Capital stock	$54,000 00
Cost of new road	30,533 99	Bonds and mortgages	44,500 00
Cash	4,860 61	Bills payable	5,000 00
		Surplus	20,960 13
Total	$124,460 13	Total	$124,460 13

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue:

February 4, 1890, $8.00 per share,	$16,000 00

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

July 2, 1889, $2.00 per share,	$4,000 00
October 14, 1889, $3.00 per share,	6,000 00
January 7, 1890, $3.00 per share,	6,000 00
April 2, 1890, $3.00 per share,	6,000 00
Paid in dividends, stock,	$16,000 00
cash,	38,000 00

NEW CASTLE ELECTRIC STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President,	Thomas W. Phillips,	New Castle, Pa.
Vice President,	Wm. M. Brown,	do.
Secretary,	Samuel S. Hamilton,	do.
Treasurer,	Samuel S. Hamilton,	do.
General Manager,	Wm. M. Brown,	do.
General Superintendent,	Wm. M. Brown,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
Thomas W. Phillips,	New Castle, Pa.	Samuel S. Hamilton,	New Castle, Pa.
Wm. M. Brown,	do.	Charles J. Kirk,	do.
O. H. P. Brown,	do.		

Date of annual meeting for election of directors? Second Monday in January of each year.

By whom is the road operated: New Castle Electric Street Railway Company.

General offices of the company at New Castle, Lawrence county, Pa.

For information relating to this report, address Wm. M. Brown, manager, New Castle, Pa.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted September 28, 1889. The construction of the road was begun about May 12, 1890, and about one and one-quarter miles of said road has just been completed at this time, to wit, August 30, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Washington stree at the park; thence on Washington street about 600 feet to Mill street, then on South Mill street about 5,120 feet—make no connections.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

NEGLEY AVENUE AND ROUP STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Thos. S. Bigelow,	Pittsburgh.
Secretary,	Geo. L. McFarlane,	do.
Treasurer,	Joseph W. Stuart,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thos. S. Bigelow,	Pittsburgh.	Joseph Stuart,	Pittsburgh.
G. W. Elkins,	do.	Geo. H. Speer,	do.
F. C. Brittain,	do.		

Date of annual meeting for election of directors: January 15, 1890.
By whom is the road operated? Road not operated.
General offices of the company at Pittsburgh, Pennsylvania.
For information relating to this report, address Geo. L. McFarlane, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was duly incorporated August 14, 1889, but road never constructed.

NORTH PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. A. Stiles,	Philadelphia.
Secretary and Treasurer,	F. H. Williams,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Henry A. Stiles	Philadelphia.	Thomas J. Magill	Philadelphia.
John Donaldson	do.	J. Morris Harding	do.
Edward P. Kershaw	do.		

General offices of the company at 209 South Third street, Philadelphia.

For information relating to this report, address H. A. Stiles, 209 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized, but road not constructed.

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. M. Lutz	——
Vice President	W. R Pechin	——
Secretary	N. R. Haines	——
Treasurer	J. Cloude Smith	——
Superintendent	Lewis Heck	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. M. Lutz	Norristown.	N. R. Haines	Norristown.
Morgan R. Wills	Norristown.	Isaac W. Smith	Bridgeport.
Norman Egbert	Norristown.	Joseph A. Coleman	Norristown.
Henry Fradley	Norristown.	Samuel High	Norristown.
W. R. Pechin	Norristown.	J. Morton Brown	Norristown.
J. Cloude Smith	Norristown.	Hugh McInnes	Norristown.
Joseph Blackfan	Norristown.		

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Norristown Passenger Railway Company.

General offices of the company at Norristown, Pa.

For information relating to this report, address H. M. Lutz, president.

What kind of power is used for propelling the cars on your road? Animal.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: DeKalb Street Division: Beginning at stable on Brown street, to DeKalb, to Fourth street, in Bridgeport to Lee's Mill. Swede Street Division: Beginning at stable on Brown street, to Powell, to Swede, to Airy, to main line on DeKalb street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8
Tickets in packages of eleven sold for	50

SUMMARY OF PAYMENTS.

Construction,	$38 60
Equipment,	1,025 70
Maintaining the road or real estate of the corporation, and operating the road,	8,375 22
Interest,	107 00
Municipal taxes,	24 69
State taxes,	151 75
Total,	$9,722 96

GENERAL BALANCE SHEET.

DR.		CR.	
Construction	$28,207 10	Capital stock	$38,850 00
Equipment	12,680 46	Preferred stock	5,565 15
Real estate	3,621 78	Bills payable	2,000 00
Furniture	3 25	Ticket sales	137 57
Cash	119 11	Exchange tickets	7 08
Interest	69 20	Advertising	110 52
Taxes	120 40	Rent	30 00
Expenses	4,063 67	Earnings from passenger receipts	4,143 14
Profit and loss	1,956 49		
Total	$50,843 46	Total	$50,843 46

NUNNERY HILL INCLINED PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President	Oliver P. Scaife	Allegheny, Pa.
Secretary	Arthur Kennedy	do.
Treasurer	Chas. C. Scaife	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Oliver P. Scaife	Allegheny, Pa.	Geo. P. Hamilton	Allegheny, Pa.
Charles C. Scaife	do.	Arthur Kennedy	do.
James B. Scott	do.	Sullivan Johnston	do.

General officers of the company at Allegheny, Pa.

For information relating to this report, address Arthur Kennedy, secretary.

What kind of power is used for propelling the cars on your road? Stationary steam engine with cable.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Inclined plane from Federal street to top of Nunnery Hill.

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RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of seventy-five sold for	1 50
Children's tickets in packages of seventy-five sold for	75

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$2,879 35
Interest,	1,440 00
Municipal taxes, $2.64 in above.	
State taxes,	121 50
Total,	$4,440 85

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction and equipment,	$90,412 04	Capital stock,	$60,000 00
Cash,	454 09	Funded debt,	30,000 00
		Profit and loss,	866 13
Total,	$90,866 13	Total,	$90,866 13

Interest due but unpaid, $540.00; on bonds and award of board of viewers, $4,500.00 (appealed), not included in above.

Interest due as above,	$540 00
Interest accrued, but not due until October,	450 00
Total,	$990 00
Which would show on debtor side a profit and loss amounting to	$123 87

OIL CITY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John B. Smithman,	Oil City, Pa.
Secretary,	David Laughlin,	do.
Treasurer,	G. W. Parker,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John B. Smithman,	Oil City, Pa.	E. M. Wolfe,	Oil City, Pa.
David Laughlin,	do.	P. H. Judd,	do.
N. H. Brown,	do.		

Date of annual meeting for directors: None appointed.

By whom is the road operated? The road is not yet constructed nor even commenced.

General offices of the company at Oil City, Pa.

For information relating to this report, address John B. Smithman, Oil City, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter obtained June 25, 1889.

Applied for a city ordinance in September, 1889. A motion to refer the application to the street committee (which is the proper step) was lost in common council. The petition for an ordinance is still on file of common council. The select council having directed its reference to the "street committee," the common council refused to do so by vote of nine to three.

The private opinion of the president is that jobbery prevented the passage of a city ordinance.

PARK AVENUE AND CARLISLE STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Geo. W. Hall,	1131 Arch street, Philadelphia, Pa.
Secretary,	Alex. Rennick,	2532 N. Eighth street, Philadelphia, Pa.
Treasurer,	Alex. Rennick,	2532 N. Eighth street, Philadelphia, Pa.
General Superintendent,	W. P. Cooper,	2233 N. Fifteeth street, Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Creswell,	1327 Arch street, Philadelphia.	Jno. C. Bingham,	Girard House, Philadelphia, Pa.
B. S. Kunkle,	1609 Wallace street, Phila., Pa.	Travis Cochran,	131 S. 22d street, Philadelphia.
Wm. R. Warner,	1306 N. Broad street, Phila., Pa.		

By whom is the road operated? Not built yet.

General offices of the company at Fifteenth and Cumberland streets, Philadelphia, Pa.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia, Pa.

PENNSYLVANIA MOTOR PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. Marshall Young,	Easton, Pa.
Secretary,	D. W. Nevin,	Easton, Pa.
Treasurer,	D. W. Nevin,	Easton, Pa.
General Manager,	W. P. Stevenson,	115 Broadway, New York.
General Superintendent,	W. S. Blauvelt,	Easton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Marshall Young. . .	Easton, Pa.	Thos. A. Sletor. . . .	Easton, Pa.
N. A. Johnson.	do.	W. P. Stevenson. . .	115 Broadway, New York.
George B. Nevin. . . .	do.		

Date of annual meeting for election of directors: Second Monday in January.
General offices of the company at Easton, Pa.
For information relating to this report, address D. W. Nevin, Easton, Pa.
What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pennsylvania Motor Company was chartered on November 15, A. D. 1888, and leased its road from the Easton, South Easton and West End Passenger Railway for a term of ninety-nine years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Fourth street station of N. J. C. R. R., through Fourth street, Northampton street, Third street, Chestnut street, Cattell street, Burke street, Wagner street, Parker avenue.

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05
Exchange tickets, ...	7

SUMMARY OF PAYMENTS.

Municipal taxes, ...	$13 45

GENERAL BALANCE SHEET.

Capital stock, ...	$80,000 00
Funded debt, ...	40,000 00
Unfunded debt, ...	5,634 79

PEOPLE'S PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Edward B. Murphey.	Philadelphia.
Secretary and Treasurer.	David C. Golden.	do.
Auditor.	Robert B. Selfridge.	do.
General Superintendent.	Charles S. Whiting.	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Robert N. Carson,	Philadelphia.	Joseph M. Gazzam,	Philadelphia.
Wm. H. Shelmerdine,	do.	Lewis Walker,	Meadville, Pa.
Edward J. Moore,	do.		

NOTE.—This company is lessee of the Germantown Passenger Railway Company, and of the Green and Coates Street Philadelphia Passenger Railway Company, the operating results of said leased lines are included in the following reports.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated? The Peoples' Passenger Railway Company.

General offices of the company at southwest corner Eighth and Dauphin streets, Philadelphia.

For information relating to this report, address D. C. Golden, treasurer, southwest corner Eighth and Dauphin streets, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Act of incorporation dated April 15, 1873. This company leased the Green and Coates Streets Philadelphia Passenger Railway Company, September 1, 1881, and the Germantown Passenger Railway Company, October 13, 1881, and all these lines have since been and still are operated by the Peoples' Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Callowhill street division.—From Callowhill street bridge east on Callowhill to Front street, south on Front street to Market street, and return by double track to place of beginning. From Front and Vine streets, west on Vine to Fourth and York avenue, north on York avenue to Callowhill.

Fourth and Eighth streets division.—From Eighth and Dauphin east on Dauphin to Germantown avenue, south on Germantown avenue to Fourth, to Snyder avenue, west on Snyder avenue to Eighth street, north on Eighth street to place of beginning. Eighth and Dauphin to Germantown avenue, to Fourth street, to Walnut, to Eighth and return to place of beginning.

Germantown division.—From Eighth and Dauphin north on Eighth to Germantown avenue, to Church street and return by double track to place of beginning.

Norris and Susquehanna division.—From Eighth and Susquehanna avenue west to Twenty-second street; south on Twenty-second to Norris; east on Norris to Germantown avenue, to Fourth, to Walnut, to Eighth and return to place of beginning.

Girard avenue division.—From Taney street and Girard avenue west on Girard avenue to Elm avenue, to Belmont avenue and return by double track, east on Girard avenue to Gunners' Run, and return by double track to place of beginning; from Girard avenue south on Palmer street, to Allen, to Shackamaxon, to Girard avenue.

Green and Coates streets division.—From Twenty-fourth and Fairmount avenue east on Fairmount avenue to Twenty second street; south on Twenty-second street to Green street; east on Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, west on Fairmount avenue to park entrance and return by double track. From Twenty-fifth and Fairmount avenue to Green, to Fourth, to Walnut, to Eighth and return by Fairmount avenue to place of beginning. East on Green from Fourth to Beach, north on Beach to Fairmount avenue, to Eighth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	06

SUMMARY OF PAYMENTS.

Construction and equipment,	$31,463 67
Maintaining the road or real estate of the corporation, and operating the road,	723,462 46
Interest,	39,055 82
Payments to lease charges,	217,203 58
Miscellaneous,	9,603 82
Municipal taxes,	20,188 12
State taxes,	21,395 17
Total,	$1,062,372 64

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction and equipment,	$407,350 31	Capital stock:	
Leases, cost account,	1,104,788 47	Common, 60,000 shares carried at	$740,000 00
Real estate,	9,833 33	Preferred, 30,000 shares carried at	120,000 00
Investments in stocks,	146,866 70	(All liability on account of the alleged preferred stock is denied.)	
Cash,	135,245 72	Funded debt,	750,000 00
Guarantee Trust and Safe Deposit Company, trust deposits,	75,075 00	Ground rents payable,	5,833 33
Real Estate Title Insurance and Trust Company, trust deposits,	70,820 00	Drivers' security deposits,	2,984 32
Maturing accounts receivable,	3,567 96	Sundry accounts,	23,319 13
Gregg & Snyder,	4,328 93	Profit and loss,	375,860 91
Suspense account,	60,121 27	Total,	$2,017,997 69
Total,	$2,017,997 69		

PEOPLE'S STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Rowley, Jr.,	Pittsburgh.
Vice President,	W. W. Murray,	do.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph M. Wilson,	Pittsburgh.	W. F. Self,	Pittsburgh.
W. W. Murray,	Pittsburgh.	Robert L. McCance,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at 77 Diamond street, Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Electric power will be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Within the city of Pittsburgh' beginning at the intersection of Forbes street and Boyd street; thence along Forbes street, in an easterly direction to the intersection thereof with Craig street, and thence returning along Forbes street with double lines of track to place of beginning. Said railway will connect at its eastern terminus with the Craig Street railway, and at its western terminus with the Boyd Street railway.

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY, PA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Lathrop R. Bacon	New York, N. Y.
Vice President	P. S. Page	Scranton, Pa.
Secretary and Treasurer	Horace E. Hand	Scranton, Pa.
Auditor	W. H. Whitney	New York, N. Y.
General Manager	J. H. Vander Veer	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Lathrop R. Bacon	New York, N. Y.	P. S. Page	Scranton, Pa.
W. W. Sherman	New York, N. Y.	W. W. Winton	do.
Thos. H. Thomas	New York, N. Y.	J. Alton Davis	do.
C. T. Sutton	New York, N. Y.	W. H. Jessup, Jr.	do.
R. T. McCabe	Philadelphia.		

Date of annual meeting for election of directors: First Tuesday of November.

With what other company consolidated? Scranton and Providence Passsenger Railway Company.

Date of consolidation: May 25, 1868.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The act of assembly incorporating the company was approved March 23, 1865. (P. L. 1866, p. 1199.) The line to Providence was the first built, and those to Hyde Park and Dunmore were finished next in order. Simultaneously with the building of the line to Providence, the Scranton and Providence Passenger Railway Company built their line to Green Ridge, and the two roads united soon after they were in operation. In 1888 the road was almost wholly rebuilt and extensions were made and electricity was adopted as the motive power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: No change since last report.

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RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Construction,	$21,467 19
Equipment,	10,612 29
Maintaining the road or real estate of the corporation, and operating the road,	69,079 97
Interest,	11,494 12
Dividends,	16,000 00
Miscellaneous,	1,077 87
Municipal taxes,	260 46
State taxes,	1,463 73
Total,	$131,455 63

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$633,127 81	Capital stock,	$425 000 00
Treasury stock,	3,466 67	Funded debt,	200,000 00
Scranton Passenger railway stock,	25,000 00	Unfunded debt,	11,452 70
Scranton Suburban railway, account receivable,	1,329 53	Unfunded debt, accrued coupons,	5,000 00
Cash,	6,614 64	Scranton Passenger Railway Company, fund guarantee,	5 000 00
		Profit and loss,	8,269 24
		Profit and loss, June 30, 1889,	14,816 71
Total,	$669,538 65	Total,	$669,538 65

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: August 15, 1889, 2 per cent.; February 15, 1890, 2 per cent.

Paid in dividends, cash,	$16,000 00

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William W. Colket,	Philadelphia.
Secretary and Treasurer,	T. W. Pennypacker,	Delaware co., Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. S. Wilson,	Chester Valley.	John Markoe,	Philadelphia.
Wm. Cochran,	Philadelphia.	Collins W. Walton,	do.
John M. Chesnut,	Philadelphia.	John A. Brown, Jr.,	do.

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Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Philadelphia Traction Company, successors to the West Philadelphia Passenger Railway Company, lessees of the Philadelphia City Passenger railway.

General office of the company at 202 Walnut place, Philadelphia.

For information relating to this report, address Wm. W. Colket, president, 202 Walnut place, Philadelphia.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of assembly passed March 26, 1859. Date of charter, April 9, 1859.

Construction: Rails laid on white and yellow pine stringers, on cross-ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Forty-second and Chestnut streets, down Chestnut to Front, to Walnut, to Twenty-second, to Chestnut, to depot at Forty-Second and Chestnut streets.

Branch line leaves Chestnut street at Thirty-second street, up Thirty-second street to Lancaster avenue, to Belmont avenue, to Fairmount Park.

Branch line leaves Chestnut street, at Woodland avenue, along Woodland avenue to Darby road, to borough of Darby.

SUMMARY OF PAYMENTS.

Dividends,	$145,000 00
Office expenses, including salaries,	2,432 15
Total,	$147,432 15

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$875,842 88	Capital stock,	$475,000 00
Cash,	82,434 45	Mortgage bonds,	200,000 00
		Debenture bonds,	100,000 00
Total,	$958,277 33	Mortgage bonds Philadelphia and Darby Railway Company,	43,000 00
		Unclaimed interest and dividends,	1,031 70
		Rental of road account,	75,000 00
		Profit and loss,	64,245 63
		Total,	$958,277 33

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1889, 7 per cent.; January 10, 1890, 7 per cent.

Paid in dividends, cash,	$140,000 00
Balance for the year, or surplus,	$319 31
Surplus at commencement of the year,	6,083 44
Total surplus,	$6,402 75
Surplus invested as follows:	
Cash,	$6,402 75

The Philadelphia City Passenger railway is leased to the West Philadelphia Passenger Railway Company for 900 years, beginning with the first day of January, 1884.

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PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Beauveau Borie	Philadelphia.
Secretary, Treasurer	William W. Colket	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Collins W. Walton	Philadelphia.	Charles I. Walton	Philadelphia.
William W. Colket	do.	Thomas H. Walker	Chester Valley.
Christian W. Kunkel	do.	M. Hall Stanton.*	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? By the Philadelphia Traction Company operating the West Philadelphia Passenger Railway Company, lessee of the Philadelphia City Passenger Railway Company, lessee of the Philadelphia and Darby railway.

General offices of the company at 202 Walnut place, Philadelphia.

For information relating to this report, address William W. Colket, secretary, 202 Walnut place, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railroad Company was incorporated by the act of assembly approved April 28, 1857, with a capital stock of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company, May 2, 1881, with a capital stock of four thousand shares at a par value of fifty dollars per share.

Construction: Rails laid on stringers placed on cross-ties, with gravel foundation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From the borough of Darby in Delaware county, along Darby road to Woodland avenue, along said avenue to Market street, Philadelphia.

SUMMARY OF PAYMENTS.

Organization expenses	$50 00

STOCK AND DIVIDENDS.

The dividends are paid directly to the stockholders by the lessees in accordance with the terms of the lease.

The Philadelphia and Darby railway is leased to the Philadelphia City Passenger Railway Company for nine hundred and ninety-nine years, beginning with the first day of January, 1870.

*Since deceased.

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Matthew Brooks	Philadelphia.
Secretary and Treasurer	J. Crawford Dawes	do.
General Superintendent	William H. Brooks	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Hicks Conrad	Philadelphia.	Arthur H. Craige	Philadelphia.
James McManes	do.	Edward S. Buckley	do.
Richard Dale	do.	Samuel W. Woodhouse	do.

Date of annual meeting for election of directors: Third Tuesday in January.
General offices of the company at Thirty-sixth street and Gray's Ferry Road.
For information relating to this report, address the president of the company.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 9, 1858. Organized and constructed in the usual way.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Gray's Ferry bridge along Gray's Ferry road to Christian streets, Twenty-second street, Spruce and Third streets to Exchange at Third and Walnut; along Dock, Second, Pine, Twenty-third streets and Gray's Ferry road to terminus.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Exchange tickets	8
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

Construction and equipment	$5,801 40
Maintaining the road or real estate of the corporation, and operating the road	96,135 29
Dividends	38,203 95
New passenger cars and horses: Included in operating the road.	
Miscellaneous	1,558 68
Municipal taxes	1,336 00
State taxes	3,004 04
Total	$146,039 36

GENERAL BALANCE SHEET.

Dr.		Cr.	
Road and equipment	$249,514 40	Capital stock	$309,205 00
Schuylkill River Passenger railway stock	49,050 00	Dividends No. 9, 10, 13, 15	45 87
Over-issued stock	10,000 00	Profit and loss	14,253 55
Cash	14,942 02	Total	$323,506 42
Total	$323,506 42		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original company during the year: July, 6 per cent. per annum; January, 6 per cent. per annum.

Paid in dividends, cash	$37,050 00
Balance for the year or surplus	$14,942 02
Surplus at commencement of the year	19,558 04
Total surplus	$34,500 06

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Wm. H. Kemble	Philadelphia, Pa.
Vice President	P. A. B. Widener	do.
Vice President	Wm. L. Elkins	do.
Secretary, Treasurer	D. W. Dickson	do.
General Superintendent	James T. Gorman	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. H. Kemble	Philadelphia, Pa.	James McManes	Philadelphia, Pa.
P. A. B. Widener	do.	Thomas Dolan	do.
Wm. L. Elkins	do.	Joseph B. Altemus	do.

Date of annual meeting for election of directors: Last Tuesday in November of each year.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner of Forty-first and Haverford streets, Philadelphia, Pa.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Richmond Branch.—Depot at Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Franklin, to Race, to

Seventh, to Market, to Delaware avenue; return west on Market to Ninth, to Spring Garden, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York to Thompson, to depot.

Cedar Street Branch.—Depot at Norris and Thompson streets. North on Cedar from York to Somerset, to Richmond, to William, to Salmon, to Somerset; return on Somerset to Cedar, to York, place of starting.

Fairmount Branch.—Depot at Twenty-third and Brown streets. Twenty-third street to Wallace, to Franklin, to Race, to Seventh, to Passyunk avenue, to Ellsworth, to Twelfth, to Wharton, to Sixteenth, to Ellsworth, to Broad, to Christian, to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to Park, and east on Poplar to Twenty-ninth, to Brown, to depot.

Fourth and Lawrence Branch.—Depot at Lehigh avenue and Hancock street. Indiana avenue and Lawrence streets, south on Lawrence to Susquehanna avenue, to Franklin, to Columbia avenue, to Fourth, to Indiana avenue, to Lawrence, place of starting.

Spring Garden Street Branch.—Depot at Twenty-third and Brown streets. From Twenty-third and Brown down Twenty-third to Wallace, to Twenty-second, to Spring Garden, to Franklin; return on Spring Garden to Twenty-third, to Brown, to Twenty-seventh, to Poplar, to Twenty-ninth, to Master; return on Twenty-ninth to Poplar, to Twenty-fourth, to Brown, to Twenty-third, to depot.

Columbia Avenue Branch.—Depot at Twenty-third street and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue; return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-second street, and from Thirty-second street east on Columbia avenue to depot.

Jefferson Street Branch.—Depot at Lehigh avenue and Hancock street. Down Hancock to Columbia avenue, to Franklin, to Master, to Twenty-seventh, to Poplar, to Twenty-ninth, to Park: return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to depot.

Eighteenth and Twentieth Street Branch.—Depot at Twentieth street and Montgomery avenue. On Twentieth to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to depot.

York and Dauphin Street Branch.—Depot at Twentieth street and Montgomery avenue. On Twentieth to York, to Twenty-seventh, to Dauphin, to Thirty-third; return on Dauphin to Twenty-seventh, to York, to Twenty-second, to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to Twentieth, place of starting.

Seventeenth and Nineteenth Street Branch.—Depot at Seventeenth and Berks streets. On Seventeenth street to Filbert, to Twelfth, to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Susquehanna avenue, to Seventeenth, to depot.

Twelfth and Sixteenth Street Branch.—Depot at Twelfth street and Susquehanna avenue. On Twelfth street to Morris, to Sixteenth, to Wharton, to Seventeenth, to Carpenter, to Sixteenth, to Susquehanna avenue, to depot.

Christian Street Branch.—Depot at Twentieth and Wharton streets. On Twenty-third to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Twenty-third, place of starting.

Nineteenth and Twentieth Street Branch.—Depot at Twentieth and Wharton streets. On Twentieth to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to depot.

Point Breeze Avenue Branch.—Start from Schuylkill river and Passyunk avenue. On Passyunk avenue to Twenty-eighth, to Point Breeze avenue, to Twenty-

second, to Christian, to Twenty-first, to Point Breeze avenue, to Twenty-eighth, to Passyunk avenue, to place of starting.

Catharine and Bainbridge Street Branch.—Start at Schuylkill avenue and Christian streets. Northeast on Schuylkill avenue to Bainbridge street, east on Bainbridge to Front, south on Front street to Catharine, west on Catharine to Gray's Ferry road, southwest on Gray's Ferry road to Christian, west on Christian to Schuylkill avenue.

Seventeenth and Eighteenth Street Branch.—Depot at Twentieth and Wharton streets. From Reed north on Eighteenth to Filbert, to Seventh, to Jayne, to Sixth, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

Market Street Branch.—Depot at Forty-first and Haverford streets. On Forty-first to Market, to Delaware avenue; returning the same route.

Baring Street Branch.—Depot at Forty-fourth street and Columbia avenue. From Forty-fourth street and Elm avenue east on Elm avenue to Fortieth, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Hutton, to Forty-first, to Elm avenue, to Forty-fourth, to place of starting.

Haddington Branch.—Depot at Forty-first and Haverford streets. On Haverford street to Sixty-seventh; returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third and Haverford streets to depot.

Market Street Extension.—Depot at Forty-second and Chestnut streets. West on Market street from Forty-first, to Sixty-third, to Vine; returning the same route.

Spruce Street Branch.—Depot at Forty-ninth and Woodland avenue. East on Woodland avenue to Forty-seventh, to Chester avenue, to Forty-first, to Spruce, to Woodland avenue, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to depot.

Lancaster Avenue Branch.—Depot at Forty-fourth and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second and Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to depot.

Chestnut Street Branch.—Depot at Forty-second and Chestnut. On Chestnut to Front, to Walnut, and west on Walnut to Twenty-second, to Chestnut, to depot.

Darby Branch.—Depot at Forty-ninth and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road, to Woodland avenue, Woodland avenue to Thirty-second and Market; returning by the same route.

McKean Street Branch.—Depot at Seventh and McKean. On McKean to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth Street Extension.—Depot at Lehigh avenue and Hancock street. Start from Broad and Lehigh avenue, east on Lehigh avenue to Ninth, to Dauphin, to Franklin, to Columbia avenue, to Seventh, north on Seventh to Lehigh, to Broad, place of starting.

Belgrade Street Branch.—Depot at Norris and Thompson streets. Start from Cedar and York, on Cedar to Vienna, to Memphis, to Palmer, to Front and Harrison, on Harrison to Howard, to Columbia avenue, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, place of starting.

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05
Exchange tickets, transfers, ...	0 08

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	J. H. Dalzell.	Allegheny.
Secret ·ry and Treasurer.	Chas. Seibert.	Pittsburgh.
Superintendent.	J. C. Cotton.	Allegheny.

MANAGERS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. H. Dalzell.	Allegheny.	C. L. Magee.	Pittsburgh.
J. N. Davidson.	Allegheny.	J. D. Nicholson.	Allegheny.
Joshua Rhodes.	Allegheny.		

Date of annual meeting for election of directors: Third Monday of January.

By whom is the road operated? Pittsburgh, Allegheny and Manchester Passenger Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Chas. Seibert, secretary and treasurer, 423 Wood street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Animal power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh, Allegheny and Manchester Passenger Railway Company was organized under a charter approved April 12, 1859, with a capital stock of $75,000.00, with privilege of increasing same. The capital stock was subsequently increased from time to time, until it is now $350,000.00.

The main line was laid in the fall and winter of 1859, and first operated about January 1, 1860. The Rebecca street branch was laid in the summer of 1860. The East Ohio street branch was laid in the spring and summer of 1866.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main Line: From corner of Sixth and Liberty streets, Pittsburgh, along Sixth street to suspension bridge, and across it to Allegheny City; thence by way of Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue and Beaver avenue to stable on Strawberry lane. Rebecca Street Branch: Leaves main line at corner of Federal and Lacock streets; thence along Lacock, Craig and Rebecca streets and Beaver avenue to car house, corner of Walnut street. East Ohio Street (or Troy Hill) Branch: Leaves main line corner of Federal and Ohio streets; thence along East Ohio street to car house and stable, near Chestnut street. Connects with Citizens' Traction line, Pittsburgh Traction line, Pittsburgh Union Passenger railway, Federal Street and Pleasant Valley Electric railway.

RATE OF FARE FOR PASSENGERS.

Single fare, before May 30, six cents on main line and Rebecca street branch, now	$0 05
Transfer tickets,	2
Tickets in packages of fifty sold for	2 45
Before May 30, 1890, tickets were sold in slips of five for	25

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$172,689 02
Interest,	14,000 00
Dividends,	52,500 00
Municipal taxes,	3,146 74
State taxes,	4,701 86
Total,	$247,037 62

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$212,312 94	Capital stock,	$350,000 00
Equipment,	96,296 18	Bonds,	200,000 00
Real estate,	157,498 55	Profit and loss,	60,404 54
Furniture and fixtures,	685 00		
Stocks,	97,845 00	Total,	$610,404 54
Sundry accounts,	274 75		
Cash,	45,492 12		
Total,	$610,404 54		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1889, 5 per cent., $17,500.00; January 2, 1890, 5 per cent., $17,500.00; April 1, 1890, 5 per cent., $17,500.00.

Paid in dividends, cash,	$52,500 00
Balance for the year, or surplus,	$11,619 19
Surplus at commencement of the year,	48,785 35
Total surplus,	$60,404 54

Surplus invested as follows:

Cash,	$45,492 12
Other items,	14,912 42

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PITTSBURGH AND BIRMINGHAM PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	H. Sellers McKee.	Allegheny, Pa.
Secretary.	Wm. S. Jones.	Jeannette, Pa.
Treasurer.	Daniel Beech.	Pittsburgh.
General Manager.	Murry A. Verner.	Pittsburgh.
General Superintendent.	Miller Elliott.	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. Sellers McKee.	Allegheny.	D. Z. Brickell.	Pittsburgh.
Thomas M. McKee.	Allegheny.	E. E. Denniston.	Philadelphia.
J. A. Chambers.	Allegheny.		

By whom is the road operated? Pittsburgh and Birmingham Railway Company.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address Daniel Beech, Pittsburgh Pa.
What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at car house, corner of Thirtieth and Carson streets, along Carson street to and over bridge across the Monongahela river to Smithfield street, to Liberty street, to Union station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	5 00

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$38,751 47
Dividends,	60,000 00
Miscellaneous,	1,073 40
County tax,	57 54
State taxes,	850 41
Total,	$100,732 82

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate.	$63,800 00	Capital stock.	$200,000 00
Construction and equipment.	181,372 88	Bonds and mortgages.	75,000 00
Profit and loss.	29,827 12		
Total.	$275,000 00	Total.	$275,000 00

STOCK AND DIVIDENDS.

Paid in dividends,	$60,000 00

IMPORTANT CHANGES DURING THE YEAR.

November 19, 1889, leased to Pittsburgh and Birmingham Traction Company.

PITTSBURGH AND BIRMINGHAM TRACTION RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. Sellers McKee	Allegheny, Pa.
Secretary	Wm. S. Jones	Jeannette, Pa.
Treasurer	Daniel Beech	Pittsburgh.
General Manager	Murry A. Verner	Pittsburgh.
General Superintendent	Miller Elliott	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
N. Sellers McKee	Allegheny, Pa.	D. Z. Brickell	Pittsburgh.
J. A. Chambers	do.	E. E. Denniston	Philadelphia.
Thos. M. McKee	do.		

With what other companies consolidated? South Side Passenger Railway Company.
Date of consolidation: November 19, 1889.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address Daniel Beech, Pittsburgh.
What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main line: Starting at car house corner Thirtieth and Carson streets, along Carson street to and over bridge across the Monongahela river to Smithfield street, to Liberty street, to Union station.

South Side Passenger Railway, now owned and operated by Pittsburgh and Birmingham Traction Company: Starting at car house corner of Thirtieth and Carson streets, along Thirtieth to Sarah street, to Tenth street, to and over Birmingham bridge across Monongahela river to Second avenue, to Grant street, to Third avenue, to Market street, to Fourth, and return by Fourth avenue to Grant street, and from thence by route described from car house to Grant street.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of one hundred sold for	5 00

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road	$78,806 00
Interest	27,358 25
Miscellaneous	1,897 91
City and county taxes	1,522 39
State taxes	2,700 06
Total	$112,285 21

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GENERAL BALANCE SHEET.

DR.		CR.	
Property	$2,850,000 00	Capital stock	$3,000,000 00
E. W. Clark & Co., bankers	1,503,472 58	Bonds and mortgages	1,500,000 00
Expenses	151,110 75	Interest	4,583 33
Operating road	112,285 21	Receipts	140,834 11
Cash	27,111 39		
Ledger balances collectible	1,437 51	Total	$4,645,417 44
Total	$4,645,417 44		

PITTSBURGH INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	James McLaren	Allegheny, Pa.
Secretary	James F. Grimes	Pittsburgh.
Treasurer	Robert C. Cornelius	Pittsburgh.
General Superintendent	James F. Grimes	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James G. Barbour	Allegheny, Pa.	James McLaren	Allegheny, Pa.
B. L. Elliott	Allegheny, Pa.		

Date of annual meeting for election of directors: April 29, annually.

General officers of the company at No. 96 Diamond street, Pittsburgh.

For information relating to this report, address James McLaren, 96 Diamond street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Stationary engines to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted April 29, 1889. The road is now under construction and not completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at Bradford street midway between Eleventh and Twelfth, city of Pittsburgh; thence runs southward about thirteen hundred feet; thence curving westwardly terminating at Brownsville and Washington avenue, Thirty-first ward, city of Pittsburgh.

SUMMARY OF PAYMENTS.

Construction, cash, ... $16,000 00

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PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thomas S. Bigelow.	Pittsburgh.
Secretary.	J. G. Traggardt.	6006 Penn av., Pittsburgh.

By whom is the road operated? The Pittsburgh Traction Company.

Date of consolidation: June 17, 1887.

General offices of the company at 6006 Penn avenue, Pittsburgh.

For information relating to this report, address J. G. Traggardt, secretary, 6006 Penn avenue, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The property and franchises of the Pittsburgh, Oakland and East Liberty Passenger Railway Company were, on the 17th day of June, 1887, leased to the Pittsburgh Traction Company for the term of nine hundred and ninety-nine years, which company has since that date operated the road, and as to all queries hereinafter put to which answers are not appended, you are respectfully referred to the report of that company.

PITTSBURGH PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	J. R. McGinley.	Pittsburgh.
Secretary.	C. B. Wood.	89 Herron avenue, Pittsburgh.
Treasurer.	F. J. Cluley.	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. R. McGinley.	Pittsburgh.	J. V. Brown.	Pittsburgh.
S. A. Duncan.	do.	C. B. Wood.	do.
T. A. Gillespie.	do.		

General offices of the company at Pittsburgh.

For information relating to this report, address J. R. McGinley, 820 Penn avenue, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION

The road has not yet been constructed.

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PITTSTON STREET CAR COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Isaac Everitt,	Pittston, Pa.
Secretary,	Eug. W. Mulligan,	Wilkes-Barre, Pa.
Treasurer,	M. W. Morris,	Pittston, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac Everitt,	Pittston, Pa.	Jas. L. Morris,	Pittston, Pa.
M. W. Morris,	do.	Eug. W. Mulligan,	Wilkes-Barre, Pa.
Geo. B. Everitt,	do.	Edward L. Mulligan,	Wilkes-Barre, Pa.

Date of annual meeting for election of directors: First Monday in May.

By whom is the road operated? Pittston Street Car Company.

General offices of the company at Pittston, Pa.

For information relating to this report, address Eug. W. Mulligan, secretary, Pittston, Pa.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was originally chartered as the Pittston Passenger Railway Company, by act of legislature passed in the year 1873, and operated by that company until February, 1882, when it was sold by the sheriff of Luzerne county to pay the bondholders, the road was then reorganized January 1, 1883, under the present name of the Pittston Street Car Company, and has been operated under that name to the present time.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Railroad and Main streets, Pittston, Pa., thence along and upon said Main street to the junction of the Lehigh Valley and the Lackawanna and Bloomsburg division of the Delaware, Lackawanna and Western railroad, one and three-fourth miles in length.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty sold for	1 00

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$4,332 48
Interest,	7 47
Dividends,	400 00
New passenger cars and horses,	176 50
Payments to loan account,	372 73
Payments made to surplus fund,	103 91
Municipal taxes,	31 47
State taxes,	53 64
Total,	$5,478 20

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STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: March 1, 2 per cent.; June 1, 2 per cent.

Paid in dividends, cash,	$400 00
Balance for the year, or surplus,	103 91

PITTSBURGH SUBURBAN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	F. G. Kay,	——
Secretary and Treasurer,	Henry McKnight,	——
General Manager,	James Benney,	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Benney,	Emsworth, Pa.	F. G. Kay,	Allegheny, Pa.
Henry McKnight,	Allegheny, Pa.	James I. Kay,	do.
C. H. Shinkle,	Pittsburgh.		

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address F. G. Kay, Pittsburgh, Pa.

CHARACTERISTICS OF ROAD.

No work done. No stock issued since first organization. No ordinance granted from city.

PITTSBURGH TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	George W. Elkins,	Pittsburgh.
Vice President,	Thomas S. Bigelow,	do.
Secretary,	George L. McFarlane,	do.
Treasurer,	Wilson McCandless,	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Elkins	Pittsburgh.	Joseph W. Craig	Pittsburgh.
P. A. B. Widener	Philadelphia.	Thomas S. Bigelow	do.
W. L. Elkins	do.	George C. Wilson	do.
W. H. Kemble	do.		

Date of annual meeting for election of directors: Third Monday of November each year.

By whom is the road operated? The Pittsburgh Traction Company.

With what other companies consolidated? First. The Pittsburgh, Oakland and East Liberty Passenger Railway Company. Second. Central Traction Company.

Date of consolidation: June 17, 1887.

General offices of the company at 310 Fifth avenue, Pittsburgh.

For information relating to this report, address Geo. L. McFarlane, secretary, at said general office.

What kind of power is used for propelling the cars on your road? Cable.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh Traction Company was organized 14th April, 1887, with an authorized capital of $2,500,000 payable in instalments. Up to present date, 30th June, 1890, one million seven hundred and fifty thousand dollars ($1,750,000) has been paid.

After securing control of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse power to cable was commenced, and by November, 1888, the whole line, including that part of Central Transit Company from Wylie avenue to terminus, at Liberty avenue, was operated by cable.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Liberty street, through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Hiland avenue to Fifth avenue, and through said Fifth avenue to point of starting.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05

SUMMARY OF PAYMENTS.

Construction	$34,193 66
Equipment	24,229 24
Maintaining the road or real estate of the corporation, and operating the road	194,666 58
Interest	40,372 72
Miscellaneous	2,117 85
Municipal taxes	4,666 06
State taxes	12,644 07
Total	$312,890 18

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GENERAL BALANCE SHEET.

Dr.		Cr.		
Permanent investments, construction and real estate	$2,531,841 31	Capital stock	$2,500,000 00	
Equipment, including materials on hand	150,247 50	Less instalments not called	750,000 00	$1,750,000 00
Cash and collectible accounts	29,514 54	First mortgage coupon		750,000 00
Total	$2,711,603 35	Bonds of Pittsburgh, Oakland and East Liberty Passenger Railway Company, assumed		7,000 00
		Mortgage		10,000 00
		Unfunded debt		27,556 33
		Monthly accounts for supplies		13,984 25
		Surplus		153,265 77
		Total		$2,711,603 35

PITTSBURGH UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	J. W. Dalzell	Allegheny, Pa.
Secretary	Charles Seibert	Pittsburgh.
Treasurer	J. J. Donnell	Allegheny, Pa.
Superintendent	J. C. Cotton	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. W. Dalzell	Allegheny, Pa.	George C. Wilson	Pittsburgh.
W. B. Rhodes	Allegheny, Pa.	W. I. Mustin	Pittsburgh.
F. C. Hutchinson	Pittsburgh.	A. C. McCallam	Pittsburgh.
F. M. Magee	Pittsburgh.		

Date of annual meeting for election of directors: Second Monday of January each year.

By whom is the road operated? Pittsburgh Union Passenger Railway Company.

With what other companies consolidated? Union Passenger Railway Company.

Date of consolidation: August 26, 1881.

General offices of the company at Pittsburgh.

For information relating to this report, address Charles Seibert, secretary, 423 Wood street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Animal power

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Union Passenger Railway Company: Articles of association dated October 31, 1878, filed November 2, 1878; letters patent issued November 2, 1878.

Pittsburgh Union Passenger Railway Company: Articles of association dated August 27, 1879; filed August 30, 1879, letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, under the name of "Pittsburgh Union Passenger Railway Company," and a copy of the articles of consolidation was forwarded to the Secretary of State on same day.

The track was laid during the spring and summer of 1881, and the first cars were run in the latter part of July, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From corner of Fifth avenue and Market street, Pittsburgh, along Fifth avenue, Liberty street, Fifth street, Penn avenue and Water street to Union bridge, across the bridge to Grant avenue, Allegheny City; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street, and Stanton avenue to stable and car house; thence along Preble avenue, Hanover street and McClure avenue to Wood's Run avenue, the terminus.

Connects with Pittsburgh, Allegheny and Manchester Passenger Railway, and Pittsburgh and West End Railway.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Transfer tickets,	2
Tickets in packages of fifty sold for	2 45

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$73,756 05
Interest,	5,513 71
State taxes,	1,458 93
Total,	$80,728 69

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$77,229 85	Capital stock,	$82,755 00
Equipment,	58,925 59	Bonds,	100,000 00
Real estate,	14,878 85	Mortgage,	2,500 00
Stocks,	612 50	Accounts payable,	10,430 28
Supplies,	2,000 00		
Cash,	230 89	Total,	$195,685 28
Profit and loss,	46,807 60		
Total,	$195,685 28		

PITTSBURGH AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John C. Reilly,	Pittsburgh.
Secretary,	Thomas S. Bigelowe,	do.
Treasurer,	J. C. Reilly,	do.
General Manager and Superintendent,	Wm. J. Burns,	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCES.
John C. Reilly,	Pittsburgh.	Wm. V. Callery,	Pittsburgh.
James D. Callery,	do.	Wm. J. Burns,	do.
Thomas S. Bigelowe,	do.		

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Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated? Wm. J. Burns.

General offices of the company at Wabash avenue, Thirty-sixth ward, Pittsburgh.

For information relating to this report, address Wm. J. Burns, superintendent, Wabash avenue, Thirty-sixth ward, Pittsburgh.

What kind of power is used for propelling the cars on your road? Horses and mules.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Pittsburgh and West End Passenger Railway Company was granted on March 26, 1879; the road was constructed after the ordinance was passed by councils. Buildings put up and the cars, seven in number, was put in operation on the 4th of July, of same year; this route was operated by a bus line before the cars were started; owned by Burns and Reilly.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Fifth avenue and Market street, Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Point bridge, over bridge to Carson street, to Main street, to Wabash avenue to stables in Thirty-sixth ward.

Extensions or branches from Point bridge east on Carson street, to Monongehala bridge and west on Carson street to city line; then on Chartiers and Robinson Township turnpike road to Chartiers at stables, in Stowe township.

Connections: The Union Street Railway Company connects with West End line at Water street and Penn avenue, also the following connections: Pittsburgh Traction Company, at city station; Penn Avenue Traction Company, at city station; Pittsburgh, Allegheny and Manchester Company, at city station; Second Avenue Electric Railway Company, at Fourth street and Penn avenue: Lake Erie railroad, at Point bridge and Carson street; Pittsburgh, Cincinnati and St. Louis railroad, at Point bridge and Carson street; Duquesne Incline, at Point bridge and Carson street; Little Sawmill Run railroad, at Main and Carson streets.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 06
Tickets in packages of five sold for,	25

SUMMARY OF PAYMENTS.

Construction,	$7,664 82
Equipment,	128 56
Maintaining the road or real estate of the corporation, and operating the road,	61,505 75
Interest,	3,750 00
Dividends,	16,000 00
New passenger cars and horses,	810 00
Miscellaneous,	568 60
Municipal taxes,	639 00
State taxes,	2,646 15
Total,	$83,712 88

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction,	$127,721 55	Bonds,	$75,000 00
Equipment,	36,321 21	Capital stock,	110,000 14
Sundries,	10,843 55	Profit and loss,	3,548 84
Cash,	13,722 67		
Total,	$188,608 98	Total,	$188,608 98

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

December 31, 1889, cash, $2.00 per share on 4,000 shares; June 30, 1890, cash, $2.00 per share on 4,000 shares; June 30, 1890, scrip, $3.00 per share on 4,000 shares.

Paid in dividends, stock, $12,000.00; cash, $16,000 00; total,	$28,000 00
Balance for the year, or surplus,	$340 91
Surplus at commencement of the year,	3,207 93
Total surplus,	$3,548 84
Surplus invested as follows:	
Material, fuel and stores,	$678 50

RAPID TRANSIT ELECTRIC RAILROAD COMPANY.*

Date of organization: January 21, 1888.

By what authority incorporated: Incorporated February 8, 1888, under general law, act of June 8, 1874.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Hiram Miller,	3106 N. Fifteenth street, Philadelphia.
Vice President,	Wm. A. Levering,	809 N. Delaware avenue, Phila.
Secretary,	Joseph A. Thompson,	66 N. Third street, Philadelphia.
General Solicitor, Attorney or Counsel,	Hampton L. Carson,	Philadelphia.
	Geo. W. McPherran,	120 South Sixth street, Philadelphia.
General Manager,	Joshua Kames,	P. O. New York city.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Hiram Miller,	3106 North Fifteenth street, Philadelphia,	January, 1891.
Wm. A. Levering,	809 N. Delaware avenue, Philadelphia,	do.
Lewis Eckel,	135 South Front street, Philadelphia,	do.
John B. Mencke,	721 Arch street, Philadelphia,	do.
Chas. N. Apple,	619 Walnut street, Philadelphia,	do.
Joshua Kames,	P. O. General Delivery, New York city,	do.
Franklin Noble,	203 Dock street, Philadelphia,	do.

Postoffice address of general office: St. Charles Hotel; office address of secretary and treasurer, 66 North Third street, Philadelphia.

*This report was received at the Department of Internal Affairs after the compilation of reports had been completed, and was not, therefore, tabulated.

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PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		Miles of line.	Miles of line in Pennsylvania.
	From—	To—		
The Rapid Transit Electric Railroad Company. All within Philadelphia.	Fifth and Minor streets.	Twenty-ninth street and Allegheny av.,	5	5

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cost of road	$66,500 00	Capital stock	$50,000 00
		Funded debt	16,500 00
Total	$66,500 00	Total	$66,500 00

IMPORTANT CHANGES DURING THE YEAR.

Lease for electrical demonstration terminated 1889. Continued failure to meet interest on bonds, and further depreciation of assets, mainly consisting of electrical operating privileges, rendering foreclosure liable.

CONTRACTS, AGREEMENTS, ETC.

No transportation contracts.

SECURITY FOR FUNDED DEBT.

CLASS OF BOND AND OBLIGATION.	What road mortgaged.	Miles.	Amount of mortgage per mile of line.
Common bond	Entire property and franchises.	5	$3,000 00

CHARACTERISTICS OF ROAD.

Not in operation.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? None.

What station-houses, stock-yards or other terminal facilities does this road use for which it pays a rental? None.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: None.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: None.

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READING CITY PASSENGER RAILWAY COMPANY

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	B. F. Owen,	545 Centre avenue, Reading.
Vice President,	James S. Douglass,	211 South Fifth street, Reading.
Secretary,	Henry A. Muhlenberg,	200 North Fourth street, Reading.
Treasurer,	Henry A. Muhlenberg,	520 Washington street Reading.
General Manager and Superintendent,	John A. Riggs,	520 Chestnut street, Reading.

DIRECTORS.

NAMES.	RESIDENCES.
John Rich,	630 Centre avenue, Reading.
William R. McIlvain	210 North Fifth street, Reading.
Albert Trailheimer,	105 North Eighth street, Reading.
Charles H. Schaeffer,	226 North Fifth street, Reading.
Matthew Harbster,	417 South Fifth street, Reading.
William A. Sands	428 Walnut street, Reading.
Henry A. Muhlenberg,	200 North Fourth street, Reading.
B. F. Owen,	515 Court street, Reading.
James S. Douglas,	211 South Fifth street, Reading.

Date of annual meeting for election of directors: The second Tuesday in January.

By whom is the road operated? The Reading City Passenger Railway Company.

With what other company consolidated? The Perkiomen Avenue Passenger Railway Company.

Date of consolidation: The legal consolidation took place in April, 1889, under the name of the Reading City Passenger Railway Company. By virtue of a resolution of the board of directors, the two corporations were run and the accounts kept as separate organizations until June 30, 1889.

General offices of the company at northeast corner Fifth and Penn streets, Reading.

For information relating to this report, address B. F. Owen or Henry A. Muhlenberg.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Reading City Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved December 18, 1873. See Pamphlet Laws of 1874, appendix page 436.

The Penn Street Passenger Railway Company was incorporated by act of the general assembly of the Commonwealth of Pennsylvania, approved the 3d day of April, 1873. See Pamphlet Laws of 1874, appendix pages 346 and 349.

The Penn Street Passenger Railway Company was reorganized under the name of the Perkiomen Avenue Passenger Railway Company.

The Reading City Passenger Railway Company and the Perkiomen Avenue Passenger Railway Company were consolidated under and by virtue of the act approved May 16, 1861.

The legal consolidation took place in April, 1889. The final merger of the two corporations, by virtue of a resolution of the board of directors of the consolidated company, was made June 30, 1889.

The name of the consolidated company is The Reading City Passenger Railway Company.

For a full history of the organization and construction of the Reading City Passenger Railway Company see report to Department of Internal Affairs, dated December 31, 1888.

During the year 1890, in the month of February, by a vote of the stockholders, the capital stock of company was increased from $200,000.00 to $300,000.00.

By vote of the board of directors $50,000.00 of this new stock was issued to the stockholders at par, payable in cash as follows: Twenty-five per cent. March 15, 25 per cent. April 15, 25 per cent. July 15, and 25 per cent. September 15, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at foot of Sixth street; north on Sixth street to Windsor street; west on Windsor street to Centre avenue; north on Centre avenue to Robeson street; south on Centre avenue to Fifth street; south on Fifth street to Laurel street; east on Laurel street to Ninth street; north on Ninth street to Cotton street; east on Cotton street to Nineteenth street; north on Nineteenth street to Mineral Springs Park, with a branch on Sixth street from Windsor street to Robeson street, and branch to Philadelphia and Reading depot.

Beginning at foot of Third street; north on Third street to Chestnut street; east on Chestnut street to Fourth street; north on Fourth street to Washington street; east on Washington street to Sixth street; north on Sixth street to Walnut street; east on Walnut street to Eleventh street; north on Eleventh street to Marion street, with branches on Walnut street from Fifth to Sixth street; on Buttonwood street from Fifth to Sixth street; on Chestnut street from Fourth to Fifth street, and on Washington street from Second to Fourth street.

Beginning at foot of Penn street; east on Penn street to Perkiomen avenue; thence on Perkiomen avenue to Nineteenth street; thence along Mineral Spring lane to Mineral Spring Park; with a branch from Perkiomen avenue and Chestnut street; along Chestnut street to Mineral Springs road; thence along Mineral Springs road and through Mineral Springs Park, connecting with the other track at the stables of the company.

With a branch beginning at Second and Penn streets; thence along Second street to Washington street; on Washington street to Front street; on Front street to Schuylkill avenue; on Schuylkill avenue to Greenwich street.

Beginning at Sixth and Burgaman streets; along Burgaman street to Eighth street; along Eighth street to Penn street; along Penn street to Tenth street; along Tenth street to Exeter street; along Exeter street to Ninth street; along Ninth street to Penn street, with a branch on Spring street from Ninth to Tenth streets. Total length of road, seventeen and one-half (17½) miles; including turnouts and sidings, eighteen and one-half (18½) miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	7
Tickets in packages of five sold for	25

SUMMARY OF PAYMENTS.

Construction,	$35,674 06
Maintaining the road or real estate of the corporation, and operating the road,	91,077 51
Interest,	5,930 42
Dividends,	12,000 00
New passenger cars and horses: Cars, $3,000.00; horses, $3,476.00; total,	6,476 00
Payments to loan account,	11,000 00
Miscellaneous, all other payments not otherwise noted,	896 74
State taxes,	567 44
Total,	$163,622 17

GENERAL BALANCE SHEET.

DR.		CR.	
Fifty-seven squares track at $1,500, as per last report.	$85,500 00	Capital stock.	$200,000 00
Fifth street branch, 26 squares, cost to June 30, 1890.	31,695 62	Additional issue of $50,000 00 capital stock, upon which $25,000.00 has been paid, and $25,000 00 is to be paid in July and September, 1890.	25,000 00
Schuylkill avenue branch, 7 squares, cost June 30.	9,258 95	First mortgage bonds, due in 1893.	12,000 00
Cost of the Perkiomen Avenue Passenger railway, and all property belonging to same, purchased January 9, 1889, and finally consolidated with the Reading City Passenger Railway Company, July 1, 1889.	139,271 99	General mortgage bonds, due in 1909.	100,000 00
Real estate, Sixth and Minor streets, cost, $16,351.16.	18,000 00	Common bonds, due 1898, no interest before that date.	12,800 00
Real estate, South Third streets, cost $13 025 42.	16,000 00	Life tickets, due in 1893, bear no interest.	3,000 00
Second street branch, cost to June 30, 1892.	1,584 76	Note of company to Reading Trust Company.	12,000 00
Burgaman street branch.	5,221 95	Notes of company to Wm. Wharton, Jr., & Co., incorporated, for iron for new construction, $4,040.00, due July, $4,080.00, due September.	8,120 00
Mineral Springs road branch.	11,490 08	Cash balance June 30, 1890.	7,378 60
Ninth and Tenth streets branch road.	10,452 40	Profit and loss, for difference between value of assets and amount of liabilities, including capital stock.	11,453 82
Stable, corner Tenth and Exeter streets, cost to June 30.	6,181 17		
Real estate, Perkiomen avenue.	2,510 70		
Harness and stable fixtures as per last report.	2,221 20		
Sundry property as per inventory.	2,385 00		
Two hundred (200) horses exclusive of 80 horses belonging to Perkiomen Avenue Passenger railway, at $125.00 per horse, total number horses, 279.	25,000 00		
Forty-four passenger cars, exclusive of 23 cars belonging to Perkiomen Avenue Passenger railway, at $400.00 per car, total number cars, 67.	17,600 00		
Cash balance June 30, 1890.	7,378 60		
Total.	$391,752 42	Total.	$391,752 42

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: There has at no time during the existence of the original Reading City Passenger Railway Company, or since the consolidation of that company with the Perkiomen Avenue Passenger Railway Company, under the name of the first mentioned company, been any issue of stock as a stock dividend.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: One dividend, July 10, 1889, paid in cash, 3 per cent. on $200,000.00, amount of dividend, $6,000.00; one dividend January 10, 1890, paid in cash, 3 per cent. on $200,000.00, amount of dividend, $6,000.00.

Paid in dividends, cash,	$12,000 00
Total surplus,	7,378 60
Surplus invested as follows:	
Cash on loans, bank balances,	$7,378 60

IMPORTANT CHANGES DURING THE YEAR.

The following are the important changes from July 1, 1889, to July 1, 1890:

First. The construction of the Mineral Springs branch to company's stable at Mineral Springs Park, one mile in length.

Second. The construction of a branch line from Tenth and Marion streets, along Tenth street to Exeter street; along Exeter street to Ninth street; along Ninth street to Spring street; one mile and three-tenths in length.

Third. The construction of a branch line on Burgaman street, beginning at Sixth and Burgaman streets; thence along Burgaman street to Eighth street; thence along Eighth street to Penn street; one-half mile in length.

Fourth. The construction of an extension from Nineteenth street and Perkiomen avenue to company's stables at Mineral Springs Park; two-tenths of a mile in length.

The total construction during the year was three miles. There was also a branch of six squares on North Eleventh street in process of construction about July 1, 1890.

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	E. B. Edwards	Ridge and Susquehanna aves., Philadelphia.
Secretary and Treasurer	Wm. S. Blight	do. do.
General Superintendent	Wm. Myers	do. do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. S. Grant	Philadelphia.	R. A. F. Penrose, M. D.	Philadelphia.
Wm. T. Carter	do.	Henry Norris	do.
John Lambert	do.		

With what other companies consolidated: The Girard College Passenger Railway Company and the Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at Ridge and Susquehanna avenues, Philadelphia, Pa.

For information relating to this report, address William S. Blight, secretary.

What kind of power is used for propelling the cars on your road? Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company, chartered April 15, 1858, started running March 14, 1859. The Ridge Avenue and Manayunk, chartered March 28, 1858, started running in fall of 1859. Was consolidated as one company, the Ridge Avenue Passenger Railway Company, in March 8, 1872.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Manayunk to Second and Arch streets via Ridge avenue, Tenth street and Arch street. Returning: Arch street to Ninth, then following Ridge avenue to Manayunk. Double track on Ridge avenue and Arch street, and single track on Ninth and Tenth streets. Exchange tickets with Thirteenth and Fifteenth Street Passenger Railway, also Lehigh avenue Passenger Railway Company, price eight cents.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Exchange tickets	08
Tickets in packages of five sold for	25

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SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$187,696 12
Dividends,	150,000 00
Municipal and state taxes,	19,355 15

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$582,963 50	Capital stock,	$420,000 00
City of Philadelphia,	227 80	Invested fund (buildings, depot, stable, etc.),	139,791 49
Cash,	37,810 61	Profit and loss,	60,408 12
		Interest,	802 30
Total,	$621,001 91	Total,	$621,001 91

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1889, $37,500.00; October 1, 1890, $37,500.00; January 1, 1890, $37,500.00; April 1, 1890, $37,500.00; total, $150,000.00.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	4,476 02
Total surplus,	4,476 02
Surplus invested as follows:	
Cash June 30, 1890,	37,810 61

IMPORTANT CHANGES DURING THE YEAR.

No extensions, or leases, or consolidations, or reorganizations by this company during the year.

RIVERSIDE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	H. S. Lydick,	Pittsburgh.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. B. Phillips, Jr.,	Pittsburgh.	Harry E. Armstrong,	Sewickley, Pa.
John Hennessy,	Pittsburgh.	R. H. Lee,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday in January of each year.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

ROSS STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William R. Johnston,	Bellevue, Pa
Secretary,	S. S. Robertson,	Pittsburgh.
Treasurer,	C. H. McKee,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. S. Lydick,	Pittsburg.	Joseph M. Wilson,	Pittsburgh.
A. C. Steele,	do.	M. F. Maloney,	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. S. Hughes,	Pittsburgh.
Vice President,	Geo. B. Blood,	do.
Secretary,	Will S. Jones,	do.
Treasurer,	J. M. Eccles,	do.
General Manager,	Thomas Mellon,	do.
Acting Treasurer,	A. W. Mellon,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. S. Hughes,	Pittsburgh.	Will S. Jones,	Pittsburgh.
Geo. B. Blood,	do.	J. M. Eccles,	do.

By whom is the road operated? St. Clair Incline Plane Company.

General offices of the company at Twenty-second street, Twenty-seventh ward, Pittsburgh.

For information relating to this report, address Thomas Mellon, general manager, 512 Smithfield street, Pittsburgh.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 9, 1885. Commenced construction of road in the year 1886, and finished in the year 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Running north and south. Located in the Twenty-seventh ward of city of Pittsburgh.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$10,251 11
Interest,	1,500 00
Municipal taxes,	144 23
State taxes,	130 53
Total,	$12,025 87

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment.	$75.000 00	Capital stock,	$150.000 00
Cash in hand.	6,816 35	Funded debt,	60,000 00
		Profit and loss,	910 15
Total,	$81,816 35	Total.	$210,910 15

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Oliver Hopkinson.	Philadelphia.
Secretary.	J. Crawford Dawes.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Matthew Brooks,	Philadelphia.	Samuel W. Woodhouse.	Philadelphia.
J. Hicks Conrad.	do.	Edward Hopkinson,	do.
Joseph Hopkinson.	do.	Oliver Hopkinson, Jr.	do.

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Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Philadelphia and Gray's Ferry Passenger Railway Company.

General offices of the company at Thirty-sixth street and Gray's Ferry road.

For information relating to this report, address the president of the road.

What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Schuylkill River Passenger Railway Company charter approved 16th April, 1866. Organized and constructed in the usual way. On the 29th of December, 1866, a lease was executed to the Philadelphia and Gray's Ferry Passenger Railway Company for the term of ninety-nine years. The report of receipts and expenditures will, therefore, be included in the report of the lessees. Provided, also, in the terms of the lease a condition for the conversion of the stock into the stock of the company lessee, which has been done with the exception of one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum consideration.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From the old depot of the Philadelphia and Gray's Ferry Railway Company at Twenty-third and Spruce, along Twenty-third street to Callowhill; thence to Twenty-fifth and along Twenty-fifth to main entrance to Fairmount Park, at Green street, returning *via* Twenty-fifth, Hamilton, Twenty-second to Spruce.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08
Tickets in packages of five sold for	25

GENERAL BALANCE SHEET.

Dr.		Cr.	
Road and equipments,	$47,463 54	Capital stock,	$50,000 00
Balance of cash paid over to the Philadelphia and Gray's Ferry Company at the time of lease,	2,536 46		
Total,	$50,000 00		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original company during the year:

January 25 cents a share, July 25 cents a share.

Paid in dividends, cash, $95 00

SCRANTON SUBURBAN PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Arthur J. Moulton,	New York.
Vice President,	Wm. J. Hand,	New York.
Secretary,	Horace E. Hand,	Scranton, Pa.
Treasurer,	Horace E. Hand,	Scranton, Pa.
Auditor,	W. H. Whitney,	Scranton, Pa.
General Manager,	J. H. Vander Veer,	Scranton, Pa.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Arthur J. Moulton,	New York.	Isaac L. Post,	Scranton, Pa.
W. H. Thomas,	New York.	H. C. Sanderson,	Scranton, Pa.
I. B. Newcombe,	New York.	Isaac Post,	Scranton, Pa.
Wm. J. Hand,	Scranton, Pa.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The company.

With what other companies consolidated: The Nay Aug Cross Town Railway Company.

Date of consolidation: May 23, 1889.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary and treasurer, Scranton.

What kind of power is used for propelling the cars on your road? Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent were issued May 21, 1886.

This company was the first east of the Mississippi river to use electricity as a motive power, and the first in the United States to use electricity for lighting the cars.

May 17, 1889, by resolution the company accepted the provisions of the act of May 14, 1889, relating to street railways, and new letters patent were issued.

The company was consolidated with the Nay Aug Cross Town Railway Company May 23, 1889, under the name of The Scranton Suburban Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starts from corner of Lackawanna and Franklin, one block to Spruce, four blocks to Adams, about seven blocks to Ash, one block to Washington, about one-half mile on Washington to Marion, where road branches, one line running about three-quarters of a mile further to Dickson avenue, Green Ridge, and the other about two miles to Dunmore. There is a loop from Gibson street to Ash, giving about 2,000 feet of double or return track. Road runs mostly in suburbs, only about one-half mile in thickly settled part of city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Construction,	$7,419 17
Equipment,	14,058 06
Maintaining the road or real estate of the corporation, and operating the road,	28,527 27
Interest,	12,000 00
Dividends,	2,000 00
Payments made to surplus fund,	834 51
Total,	$64,839 01

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GENERAL BALANCE SHEET.

DR.			CR.			
Construction and equipment:			Capital stock,			$100,000 00
Road-bed, rails, wires, poles, etc.,	$229,400 00		Funded debt,			200,000 00
Road-bed, rails, wires, construction account,	7,419 17		Unfunded debt:			
Equipment, cars, motors, etc.,	61,600 00		Unsettled construction,			5,715 54
Equipment, cars, motors, construction account,	14,058 06		People's Street Railway,			692 49
Real estate,	8,800 00		Accrued interest,			2,000 00
Machinery and implements,	200 00		Improvement fund,			1,848 94
		$321,477 23	Profit and loss:			
Unsettled construction accounts,		5,715 54	Net earnings,	$12,531 75		
Improvement fund,		1,848 94	Paid in from improvement fund,	24,160 68		
Cash,		2,822 30	Total profit,		$36,692 43	
Profit and loss, June 30, 1889:			Adjustment of difference,	$3 41		
Interest,	$1,200 00		Interest,	12,000 00		
People's Street Railway Company,	121 79		Dividend,	2,000 00		
			People's Street Railway,	570 70		
Total loss,	$1,321 79		Total loss,		14,574 11	
June net earnings,	810 51		Net profit,			22,118 32
		511 28	Total,			$332,375 29
Total,		$332,375 29				

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 1889, two per cent.

Paid in dividends, cash, ... $2,000 00

SECOND AVENUE PASSENGER RAILWAY COMPANY OF PITTSBURGH.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	James D. Callery,	N. Hiland ave., Pittsburgh.
Secretary,	Charles G. Milnor,	Pittsburgh.
Treasurer,	John W. Taylor,	Pittsburgh.
General Manager,	William J. Burns,	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.	Charles G. Milnor,	Pittsburgh.
William V. Callery,	do.	William J. Burns,	Allegheny.
John C. Reilly,	do.		

By whom is the road operated? Second Avenue Passenger Railway.

General offices of the company at Glenwood, Twenty-third ward, Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, care City Savings Bank, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Up until March 4, 1890, horse. From March 4, 1890, until July 1, 1890, electric. Thompson-Houston system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated July 6, 1881. Subsequently, on the 15th of May 1889, accepted the provisions of section twenty of the act of May 14, 1889, and new letters patent were issued.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the Exposition building on Duquesne way, along Duquesne way to Fourth street, along Fourth street to Liberty avenue, to Fourth avenue, to Grant, along Grant to Second avenue, along Second avenue to Glenwood, Twenty-third ward; returning along Second avenue to Grant street, along Grant street to Third avenue, to Ferry, along Ferry street to Fourth avenue, to Fourth street, to Duquesne way, to place of beginning. Connections at Cross street and Second avenue with South Side Passenger Railway Company, at Grant street and Fourth avenue with Central Passenger Railway Company, at Smithfield and Fourth avenues with Pittsburgh and Birmingham Traction Company, at Wood street and Fourth avenue with Transverse Passenger Railway Company, owned by Citizens' Traction Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for	2 50

SUMMARY OF PAYMENTS.

Construction,	$162,659 80
Equipment,	67,330 44
Maintaining the road or real estate of the corporation, and operating the road,	22,176 17
Miscellaneous, real estate,	17,162 57
Payments made to surplus fund,	6,151 41
Municipal taxes,	152 25
State taxes,	90 70
Total,	$275,723 34

GENERAL BALANCE SHEET.

Dr.		Cr.	
Franchise and construction.	$344,720 51	Capital stock.	$300,000 00
Equipment.	67,330 44	Funded debt.	150,000 00
Horse account.	750 00	Surplus.	6,151 41
Real estate.	17,162 57		
Cash on hand.	26,187 89	Total.	$456,151 41
Total.	$456,151 41		

STOCK AND DIVIDENDS.

Balance for the year or surplus,	$6,151 41
Total surplus,	6,151 41
Surplus invested as follows:	
Cash and loans,	6,151 41

IMPORTANT CHANGES DURING THE YEAR.

Road extended from near Maurice street to Glenwood, Twenty-third ward; also from Third avenue to Exposition building.

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SECOND AND THIRD STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Alexander M. Fox,	1415 North Broad street.
Assistant to President.	Albert H. Fracker.	1501 Marshall street.
Secretary.	Charles D. Matlack.	708 North Eighth street.
Treasurer.	William F. Miller.	1758 Frankford avenue.
Solicitor.	John G. Johnson.	506 South Broad street.
General Superintendent.	David W. Stephens.	2653 Frankford avenue.
General Superintendent.	Charles C. Winnemore.	Richmond street and Allegheny avenue.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Andrew J. Holman.	Philadelphia.	Horace T. Potts.	Philadelphia.
William Eisenbrey.	do.	George Hoff.	do.
M. Hall Stanton.	do.	William Duller.	do.
Edwin T. Eisenbrey.	do.	James McManes.	do.
Alexander L. Crawford.	do.	William G. Fox.	do.
James A. Freeman.	do.	John H. Catherwood.	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Second and Third Street Passenger Railway Company.

General offices of the company at 2653 Frankford avenue, Philadelphia.

For information relating to this report, address Charles D. Matlack, secretary.

What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commence at Harrison street, Frankford, on Frankford avenue; thence along said avenue to Jefferson street, along Jefferson to Second, along Second to Mifflin, along Mifflin to Third, along Third to Germantown avenue, along Germantown avenue to Oxford, along Oxford to Front, along Front to Amber, along Amber to the depot on Frankford avenue near Lehigh avenue; thence along Frankford avenue to Mill street, along Mill to Paul, along Paul street to the said Frankford avenue; thence along said avenue to the place of beginning; also commencing on Bridge street in Bridesburg; thence along Bridge street to Richmond street, along Richmond street to Frankford avenue, along Frankford avenue to Laurel street, along Laurel street to Delaware avenue along Delaware avenue to Fairmount avenue, along Fairmount avenue to Second street, along Second to Dock, along Dock to Third, along Third to Brown, along, Brown to Beech, along Beech to Laurel, along Laurel to Frankford avenue, along Frankford avenue to Girard avenue, along Girard avenue to Norris, along Norris to Richmond street, along Richmond street to the depot at Richmond street and Allegheny avenue; also a branch commencing at Richmond street and Frankford avenue, along Richmond street to Front, along Front to Laurel, along Laurel to New Market, along New Market to Vine, along Vine to Front, along Front to Chestnut; also a branch commencing at Huntingdon street and Frankford avenue, along Hunt-

ingdon to Coral, along Coral to York, along York to Second, along Second to Jefferson, along Jefferson to Germantown avenue; also on Third street, commencing at Oxford, along Third to Dauphin, along Dauphin to Emerald, along Emerald to Cumberland, along Cumberland to Richmond street; also on Second street, from York to Lehigh avenue; also on Berks street, from Second street to Third street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of five sold for	0 25

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$334,741 46
Dividends,	201,389 50
Municipal taxes,	14,308 63
State taxes,	14,099 62
Total,	$564,539 21

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$952,827 56	Capital stock,	$771,076 25
Supplies,	22,707 21	Boot money,	50 00
Ledger balances,	2,075 03	Unpaid dividends,	1,419 50
Cash,	85,610 03	Earnings appropriated to construction,	181,486 21
Total,	$1,063,219 83	Earnings appropriated to supplies,	22,707 21
		Profit and loss,	86,480 06
		Total,	$1,063,219 83

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 3, 1889, 5 per cent.; October 1, 1889, 4 per cent.; January 13, 1890, 5 per cent.; April 1, 1890, 5 per cent.

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	M. S. Quay,	Beaver, Pa.
Secretary, Treasurer,	John B. Peddle,	Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
John L. Hill,	Philadelphia, Pa.	George D. Widener,	Philadelphia, Pa.
Samuel Daniels,	do.	William L. Elkins, Jr.,	do.
William R. Leeds,	do.		

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Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? The Philadelphia Traction Company.

With what other companies consolidated? Continental and Union Passenger Railway Companies.

Date of consolidation: Leased to Continental Passenger Railway Company, July 1, 1879.

General offices of the company at No. 423 Walnut street, Philadelphia, Pa.

For information relating to this report, address John B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Horse.

SUMMARY OF PAYMENTS.

Dividends	$15,000 00

SHAMOKIN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Ferdinand Tretter	Shamokin, Pa.
Secretary	J. J. John	Shamokin, Pa.
Treasurer	Martin Markle	Coal Township, Pa.
General Superintendent	John H. Gable	Shamokin, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Martin Markle	Coal Township, Pa.	C. R. Savidge	Sunbury, Pa.
John Schabo	Shamokin, Pa.	J. J. John	Shamokin, Pa.
P. A. Mahon	Shamokin, Pa.	S. P. Wolverton	Sunbury, Pa.
		E. C. Hamilton	Shamokin, Pa.

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated? Road not built.

General offices of the company at Shamokin, Pa.

For information relating to this report, address J. J. John, secretary, Shamokin, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of ninety-nine years, with a capital of $12,000 00.

On September 4, 1889, by a resolution unanimously passed by a stockholders' meeting, the capital was increased to $30,000. Par value of shares $50. One hundred and eighty shares subscribed upon which $1,500 has been paid. No bonds issued. Three lots have been purchased for the use of the company. The length of the proposed road is about two miles. The route has been surveyed and the right of way secured by a borough ordinance. No work has been done on the construction of the road yet, and hence no further report can be made at the present time.

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SOUTH SIDE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	D. Z. Brickell,	——
Secretary,	W. T. Wallace,	——
Treasurer,	Daniel Beech,	——
General Superintendent,	W. M. Rosborough,	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Z. Brickell,	Pittsburgh.	Geo. B. Hill,	Pittsburgh.
W. T. Wallace,	do.	S. Lipperman,	Pittsburgh.
Wm. B. Brickell,	do.	J. S. Alexander,	Monongahela City.
Thomas C. Lazier,	do.		

By whom is the road operated? Pittsburgh and Birmingham Passenger Railroad Company.

General offices of the company at Thirtieth and Carson streets, Pittsburgh.

For information relating to this report, address Daniel Beech, treasurer, Twelfth and Carson streets.

What kind of power is used for propelling the cars on your road? Horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at depot, Thirtieth and Carson streets, along Thirtieth street to Sarah street, to Tenth street, over Birmingham and Pittsburgh bridge, across the Monongahela river, to Second avenue, to Grant street, to Third avenue, to Market street, to Fourth avenue, and return by Fourth avenue to Grant street, and thence by route described above from depot to Grant street.

Connects with Central, Second Avenue, Transverse, and Pittsburgh and Birmingham Passenger Railway Companies.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$5,564 09
Interest,	475 00
Municipal taxes,	10 95
State taxes,	169 65
Total,	$6,219 69

IMPORTANT CHANGES DURING THE YEAR.

This line operated by Pittsburgh and Birmingham Passenger Railroad Company to November 19, 1889, to which most all accounts were charged.

These two lines now (since November 19, 1889) leased and operated by Pittsburgh and Birmingham Traction Company.

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President and Treasurer.	J. Lantz.	Stroudsburg, Pa.
Secretary.	Jacob Houser.	do.
General Superintendent.	Wm. Kistler.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jackson Lantz.	Stroudsburg, Pa.	Simpson Fetherman.	Stroudsburg, Pa.
Jacob Houser.	do.	P. S. Posten.	do.

By whom is the road operated? The company.
General offices of the company at Stroudsburg, Pa.
For information relating to this report, address J. Lantz.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered about 1860, but the road was not built until 1870, and went into operation in September of that year.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main street in Stroudsburg, and East Stroudsburg to Delaware, Lackawanna and Western railroad station; also connecting with a side track leading to the New York, Susquehanna and Western railroad station in Stroudsburg, Pa.

RATE OF FARES FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$4,164 36
Interest,	42 00
Dividends,	256 00
New passenger cars and horses,	201 75
Payments to loan account,	42 00
Miscellaneous,	25 00
Municipal taxes,	35 00
State taxes,	57 00
Total,	$4,823 61

GENERAL BALANCE SHEET.

DR.		CR.	
Construction	$15,033 97	Capital stock	$25,600 00
Cost of road equipment	5,250 00	Dividends due	36 00
Real estate, office, sheds, etc.	2,500 00	Profit and loss	25 00
Supplies on hand	250 00		
Permanent improvements	750 00	Total	$25,661 00
Profit and loss	1,877 03		
Total	$25,661 00		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January, 1890, one-half of one per cent.; July 1, 1890, one-half of one per cent.

SUNBURY AND NORTHUMBERLAND STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	H. E. Davis	—
Secretary	S. P. Wolverton	—
Treasurer	S. P. Wolverton	—
Auditors	Wm. Brady Platt and W. Foster	—

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. E. Davis	Sunbury.	Wm. Brady Platt	Watsontown.
C. M. Clement	Sunbury.	Wm. Foster	Lewisburg.
S. P. Wolverton	Sunbury.	W. T. Forsythe	Northumberland.

By whom is the road operated? By the company.

General offices of the company at Sunbury, Pa.

For information relating to this report, address H. E. Davis, president, Sunbury, Pa.

What kind of power is used for propelling the cars on your road? Electrical daft system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated under the general street railway act on the 29th day of January, 1885, and supplements thereto.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

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SWISSVALE AND WILKINSBURG STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph M. Wilson,	Pittsburgh.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray,	Pittsburgh.	David Moore,	Pittsburgh.
Henry T. Rowley,	do.	Robert S. Frazer,	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured, and construction not commenced.

SYLVAN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Joseph M. Wilson,	Pittsburgh.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. W. Murray,	Pittsburgh.	David Moore,	Pittsburgh.
Henry T. Rowley,	do.	Robert S. Frazer,	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated. Consent of councils to construct road not procured and construction not commenced.

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	B. S. Kunkel	Philadelphia, Pa.
Secretary, Treasurer	Alex. Rennick	do.
General Superintendent	W. P. Cooper	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Cresswell	Philadelphia, Pa.	J. C. Bingham	Philadelphia, Pa.
Geo. W. Hall	do.	Travis Cochran	do.
Wm. R. Warner	do.		

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Thirteenth and Fifteenth Street Railway Company.

With what other companies consolidated? Merged with Navy Yard, Broad Street and Fairmount Railway Company.

Date of consolidation, or merger: July 5, 1865, as filed in the office of the Secretary of the Commonwealth, October 14, 1865.

General offices of the company at northeast corner of Fifteenth and Cumberland streets, Philadelphia, Pa.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road? Horses.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Cumberland street south on Fifteenth street to Mifflin street, Mifflin street to Broad, Broad to Jackson, Jackson to Thirteenth, Thirteenth to Cumberland, Cumberland to Fifteenth; north on Fifteenth to Glenwood avenue, Glenwood avenue to Broad street, Broad to Germantown avenue; Columbia avenue from Thirteenth street to Ridge avenue; Ridge

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avenue from Columbia avenue to Jefferson street; Jefferson street from Ridge avenue to Fifteenth street; Locust street from Fifteenth to Thirteenth; Carpenter street from Fifteenth to Thirteenth.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 08
Tickets in packages of five sold for	0 25

SUMMARY OF PAYMENTS.

Construction and equipment,	$1,391 31
Maintaining the road or real estate of the corporation, and operating the road,	275,280 98
Interest,	9,397 60
Dividends,	190,000 00
Miscellaneous,	8,959 79
Payments made to sinking fund,	1,600 00
Municipal taxes,	8,200 00
State taxes,	13,677 13
Total,	$508,506 81

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$338,566 86	Capital stock,	$334,529 44
Real estate,	165,962 58	Funded debt,	100,000 00
Bills receivable,	29,990 20	Mortgages on real estate,	70,000 00
Fairmount Park railway,	10,488 43	Sinking fund,	29,990 20
Tioga and Venango street railway,	82 00	Profit and loss,	16,995 47
Park avenue and Carlisle st. railway,	82 00		
Cash on hand,	6,343 04	Total,	$551,515 11
Total,	$551,515 11		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: June, 1890, 9 per cent.; December, 1889, 10 per cent.

Paid in dividends, $190,000 00

TIOGA AND VENANGO STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLES.	NAMES.	RESIDENCES.
President,	Wm. R. Warner,	1306 N. Broad street, Philadelphia.
Secretary, Treasurer,	Alex. Rennick,	2032 N. Eighth street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. Cresswell.	1327 Arch street, Philadelphia.	John C. Bingham. . .	Girard House, Philadelphia.
Geo. W. Hall.	1131 Arch street, Philadelphia.	Travis Cochran. . . .	131 South Twenty-second street, Philadelphia.
B. S. Kunkel.	1609 Wallace street, Philadelphia.		

By whom is the road operated? Not built yet.

General offices of the company at Fifteenth and Cumberland streets, Philadelphia, Pa.

For information relating to this report, address Alex. Rennick, Fifteenth and Cumberland streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road? None as yet.

TRANS-ALLEGHENY STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Geo. B. Hill.	Allegheny, Pa.
Secretary.	A. M. Neeper.	Pittsburgh.
Treasurer.	J. D. Nicholson.	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
John H. Dalzell.	Allegheny.	C. L. Magee.	Pittsburgh.
Joshua Rhodes.	do.	A. M. Neeper.	do.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Not in operation.

General offices of the company at Pittsburgh.

For information relating to this report, address A. M. Neeper, 35 Bakewell Law Building, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road was incorporated under the act of May 14, 1889, on May 16, 1889, and has not yet received consent of municipal authorities to operate, although ordinances are pending providing for granting of same. Nothing has been done but to keep the corporate organization intact.

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TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Jas. D. Callery,	Pittsburgh.
Secretary,	C. S. Wight,	Pittsburgh.
Treasurer,	Wm. V. Callery,	Pittsburgh.
General Manager,	J. J. Saint,	Sharpsburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jas. D. Callery,	Pittsburgh.	A. C. Dravo,	Pittsburgh.
Jno. D. Scully,	do.	Jno. N. Davidson,	Allegheny City, Pa.
C. S. Wight,	do.	Geo. B. Hill,	Allegheny City, Pa.
Thos. S. Bigelow,	do.	Jas. W. Grove,	Allegheny City, Pa.

Date of annual meeting for election of directors? First Monday in April.

By whom is the road operated: Troy Hill Inclined Plane and Bridge Company.

General offices of the company at Allegheny City.

For information relating to this report, address Wm. V. Callery, treasurer, 448 Liberty avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated April 30, 1887, as the Troy Hill Inclined Plane Company, under the act of 1874, and on July 1, 1888, purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river and changed the title of company to Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Bridge crosses the Allegheny river from Thirtieth street, Pittsburgh, to Bridge street, Herr's island, Allegheny City. Inclined Plane is located on slope of Troy Hill, Allegheny City, and extends from East Ohio street to Laury street in said city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03
Tickets in packages of fifty sold for	1 00

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$7,507 70
Interest on bonds,	6,000 00
Real estate,	909 00
Municipal taxes,	47 50
State taxes,	65 81
Total,	$14,530 01

GENERAL BALANCE SHEET.

DR.		CR.	
Troy Hill Inclined Plane,	$94,047 13	Capital stock,	$200,000 00
Thirtieth Street bridge,	192,424 81	Bonds,	100,000 00
Real estate,	8,909 00	Mortgages,	5,000 00
Cash,	3,699 06		
Profit and loss,	5,920 00	Total,	$305,000 00
Total,	$305,000 00		

UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William H. Kemble,	Philadelphia.
Vice President,	Peter A. B. Widener,	do.
Secretary,	John B. Peddle,	do.
Treasurer,		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.	Henry Bumm,	Philadelphia.
William L. Elkins,	do.	William S. Stokley,	do.
James McManes,	do.	Matthew S. Quay,	Beaver, Pa

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated? Philadelphia Traction Company.

With what other companies consolidated? Philadelphia Traction Company.

Date of consolidation: June 30, 1884.

General offices of the company at No. 423 Walnut street, Philadelphia, Pa.

For information relating to this report, address John B. Peddle, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse power.

SUMMARY OF PAYMENTS.

Dividends, ... $285,000 00

UNION LINE STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John F. Steel,	——
Secretary,	Robert S. Frazer,	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alex. M. Neeper,	Pittsburgh.	Alex. Gillillan,	Pittsburgh.
John M. Anderson,	do.	Robert S. Frazer,	do.

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at No. 110 Diamond street, Pittsburgh.

For information relating to this report, address Robert S. Frazer, 110 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Union Line Street Railway Company was incorporated in August, 1889, to construct a street railway on Brownsville avenue, Pittsburgh. The road has not yet been constructed, but an ordinance is now pending in councils of the city of Pittsburgh asking for the consent of that city to use the streets and avenues named in the company's charter.

UNION STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	John Conway,	Rochester, Pa.
Secretary,	Winfield S. Moore,	Beaver, Pa.
Treasurer,	N. F. Hurst,	Rochester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Alfred C. Hurst,	West Bridgewater, Pa.	W. S. Moore,	Beaver, Pa.
Alexander T. Anderson,	Beaver, Pa	N. F. Hurst,	Rochester, Pa.
John M. Buchanan,	Beaver, Pa.	W. G. Taylor,	Phillipsburg, Water Cure P. O., Pa.

By whom is the road operated: Not built.

General offices of the company at Rochester, Pa.

For information relating to this report, address John Conway, Rochester, and W. S. Moore, secretary, Beaver, Pa.

What kind of power is used for propelling the cars on your road? Electricity to be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter dated August 15, 1889. The route covered by said charter extends from the lower end of Beaver, Pa., from a point on Buffalo street; thence through Beaver, Bridgewater, Rochester and Freedom, terminating at the upper end of Freedom borough. It was first chartered under act of May 23, 1878, and then under act of May 14, 1889, as of the date aforesaid.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Said street railway shall begin at or on Buffalo street, in the borough of Beaver, in the county of Beaver; thence by said Buffalo street to Third street; thence along Third street and extension thereof (or state road) to the western line of the borough of Bridgewater; thence by Bridge street, through the borough of Bridgewater to the bridge of the Big Beaver Bridge Company, across Big Beaver creek (or Beaver river); thence over said bridge to Madison street in the borough of Rochester; thence up Madison street to its intersection with Brighton street; thence along said Brighton street to New York street; thence down said New York street to Rochester avenue; thence up Rochester avenue to an alley; thence by said alley across the Pittsburgh, Fort Wayne and Chicago Railroad Company's tracks to the state road; thence up said state road to the line of Rochester township; thence along said state road to the line of Freedom borough, where said road enters Main street; thence up said Main street in said borough of Freedom to the eastern line of said borough, a distance of three and one-half miles, as near as may be.

VENANGO STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	Jno. B. Smithman.	Oil City, Pa.
Secretary.	David Laughlin.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jno. B. Smithman.	Oil City, Pa.	E. M. Wolfe.	Oil City, Pa.
David Laughlin.	do.	W. H. Litzenberg.	do.
N. H. Brown.	do.		

Date of annual meeting for election of directors: Not fixed.
By whom is the road operated? Road not constructed nor commenced.
General offices of the company at Oil City, Pa.
For information relating to this report, address Jno. B. Smithman, Oil City, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter obtained July 3, 1889. The intention being to operate the road in connection with the Oil City Street Railway Company of Oil City, and the latter road failing in its petition for a city ordinance, for permission to construct its road, the Venango Street Railway Company has not done anything.

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WARREN STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Henry Brace	Warren, Pa.
Secretary	C. P. Northrop	do.
Treasurer	D. H. Siggins	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. H. Siggins	Warren, Pa.	J. P. King	Warren, Pa.
Boon McGee	do.	C. P. Northrop	do.

General offices of the company at Warren, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter is dated March 14, 1889, and the road has not yet been constructed. A survey has been made, and part of the material for building the road purchased.

WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	John C. Hager	Lancaster, Pa.
Vice President	John S. Glime	do.
Secretary	John F. Reed	do.
Treasurer	John F. Reed	do.
General Manager	R. S. Herr	do.
General Superintendent	R. S. Herr	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. C. Hager	Lancaster, Pa.	A. H. Summy	Lancaster, Pa.
John S. Glime	do.	Michael Riley	do.
R. S. Herr	do.		

By whom is the road operated? West End Street Railway Company.

General offices of the company at Lancaster, Pa.

For information relating to this report, address John F. Reed, Lancaster, Pa.

What kind of power is used for propelling the cars on your road? Horses.

CHARACTERISTICS OF ROAD.

Route of road, steeets occupied and connections: From Herr's pond to West End avenue, *via* Lancaster and Susquehanna turnpike, 3,900 feet. Connecting with Lancaster and Millersville Street railway at West End avenue to Penn square, *via* West Orange street, to north Prince street, to West King street, 5,470 feet.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	. 07
Tickets in packages of six sold for	25
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

Equipment,	$500 00
Maintaining the road or real estate of the corporation, and operating the road,	3,633 24
Dividends,	483 00
Total,	$4,616 24

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	P. A. B. Widener,	Philadelphia.
Secretary and Treasurer.	D. W. Dickson.	do.
General Superintendent.	James T. Gorman,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
P. A. B. Widener.	Philadelphia.	James McManes,	Philadelphia.
Wm. H. Kemble.	do.	Thomas Dolan.	do.
Wm. L. Elkins,	do.	Joseph B. Altemus.	do.
Joseph E. Gillingham.	do.	Thomas J. Yarrow, M. D.,	do.
George D. Widener,	do.		

Date of annual meeting for election of directors: First Tuesday in November.

By whom is the road operated? Philadelphia Traction Company.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road? Cable and horse power.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

SUMMARY OF PAYMENTS.

Dividends,	$150,000 00

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Wm. J. Harvey,	Wilkes-Barre.
Secretary and Treasurer,	A. J. Davis,	do.
General Manager and General Superintendent,	Wm. J. Harvey,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. J. Harvey,	Wilkes-Barre.	John Laning,	Wilkes-Barre.
H. H. Harvey,	do.	John B. Smith,	do.
R. J. Flick,	do.		

By whom is the road operated? The company.

General offices of the company at Wilkes-Barre.

For information relating to this report, address A. J. Davis, treasurer, Wilkes-Barre.

What kind of power is used for propelling the cars on your road? Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 10, 1859. Supplement May 1, 1861.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at depot of the Lackawanna and Bloomsburg railroad, at Kingston, through Railroad street to public highway; thence by side of public highway to Wilkes-Barre bridge, crossing the Susquehanna river, and owning right of way; thence across bridge to Market street, and through Market street to public square; from thence down Main street, through South Wilkes-Barre to depots of the Lehigh Valley, Lehigh and Susquehanna, and North and West Branch railroads.

RATE OF FARE FOR PASSENGERS.

Single fare,	10 and 5 cts.

SUMMARY OF PAYMENTS.

Maintaining the road or real estate of the corporation, and operating the road,	$15,432 17
Dividends,	6,000 00
Payments to loan account,	5,000 00
Miscellaneous,	5,131 69
Municipal taxes,	257 54
State taxes,	459 58
Total,	$32,280 98

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$12,031 69	Capital stock,	$100,000 00
Personal property,	15,319 51	Earnings	183,886 27
Construction,	83,679 62		
Bills receivable,	40,000 00	Total,	$283,886 27
Bonds and stocks,	7,000 00		
Cash,	13,394 85		
Dividends,	109,500 00		
Interest,	2,960 60		
Total,	$283,886 27		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1889, 3 per cent.; January 15, 1890, 3 per cent.

WILKES-BARRE AND SUBURBAN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. W. Hollenback,	Wilkes-Barre, Pa.
Vice President,	M. L. Dreisbach,	do.
Secretary,	E. H. Chase,	do.
Treasurer,	Christian Walter,	do.
General Manager,	M. L. Dreisbach,	do.
General Superintendent,	W. A. Armstrong, Jr.,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. W. Hollenback,	Wilkes-Barre.	M. B. Williams,	Wilkes-Barre.
M. L. Driesbach,	do.	W. Leavenworth,	Wilkes-Barre.
E. H. Chase,	do.	O. B. McKnight,	Plains.
B. H. Carpenter,	do.	Vacancy.	
Chas. A. Miner,	do.		

By whom is the road operated? By its own officers and employés.
General offices of the company at Wilkes-Barre, Luzerne county, Pa.
For information relating to this report, address C. Walter, treasurer.
What kind of power is used for propelling the cars on your road? Electric.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 and 10 cts.
Exchange tickets,	15 cts.
Tickets in packages of one thousand sold for	$30 00

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SUMMARY OF PAYMENTS.

Construction,	$3,951 71
Equipment,	1,400 00
Maintaining the road or real estate of the corporation, and operating the road,	18,331 88
Interest,	370 75
Payments to loan account,	13,500 00
Miscellaneous,	300 00
Municipal taxes,	66 99
State taxes,	62 01
Total,	$37,983 34

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$91,355 47	Capital stock,	$100,000 00
Unpaid stock,	8,350 00	Unfunded debt,	5,500 00
Real estate,	8,611 81	Net gain,	2,963 89
Cash,	146 61		
Total,	$108,463 89	Total,	$108,463 89

WILKINSBURG STREET RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George W. Rowley, Jr.,	Pittsburgh.
Vice President,	W. W. Murray,	do.
Secretary,	S. S. Robertson,	do.
Treasurer,	C. H. McKee,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph M. Wilson,	Pittsburgh.	W. H. Seif,	Pittsburgh.
W. W. Murray,	do.	Robert L. McCance,	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at 77 Diamond street, Pittsburgh.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 30, 1890. Railway in process of construction. Only 3,984 feet of track laid.

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CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning in the city of Pittsburgh at the intersection of Fifth avenue and Denniston avenue; thence along Fifth avenue to Grazier street; thence along Grazier street to the intersection thereof with Wood street in the township of Sterrett; thence along Wood street to the intersection thereof with Main street in the borough of Wilkinsburg; thence along Main street to the intersection thereof with Water street, and thence returning by same route, with double lines of track, to place of beginning. Said railway will connect at its western terminus with the Craig street railway.

GENERAL BALANCE SHEET.

Have not prepared any balance sheet, as the railway is being constructed under contract, and the company has not made a settlement with its contractors, they having performed only a small portion of their work.

WILKINSBURG AND EAST LIBERTY RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	H. L. Trees.	Pittsburgh.
Secretary.	R. S. Frazer.	do.
Treasurer.	T. A. Gillespie.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
H. L. Trees.	Pittsburgh.	George N. Christian.	Pittsburgh.
T. A. Gillespie.	do.	R. S. Frazer.	do.

Date of annual meeting for election of directors: Second Monday of January each year.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address C. H. McKee, 118 Diamond street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road? Railway in process of reconstruction; to be operated by electric power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company originally incorporated May 27, 1883, and road constructed. The company became involved in litigation and its railway was not kept in operation. The city, in repaving Penn avenue, caused a portion of the tracks of the company to be torn up, but left a considerable portion of its tracks undisturbed. The company presented its petition to the Secretary of the Commonwealth, surrendered its original letters patent, and asked for new letters patent, under the provisions of act of assembly of May 14, 1889, and new letters patent were granted to it under said act, on the 28th of March, 1890. The company proceeded with the reconstruction of its

road, with a more substantial foundation and a heavier rail than that originally laid, along Penn avenue, between the intersection thereof with Fifth avenue and the city line. Five thousand three hundred and seventy-five feet of new track has been laid. Three thousand five hundred feet, or thereabouts, of the track originally laid remains in place and undisturbed. A dispute exists between said company and the East End Street Railway Company, with reference to right of way along Penn avenue, and said companies have entered into a contract with a view of having dispute amicably settled.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route of the railway is as follows, to wit: From a point at the intersection of Main street and Water street in the borough of Wilkinsburg; thence along Main street to the line of the city of Pittsburgh, and thence continuing along Penn avenue in said city to a point at or near the intersection thereof with Ellsworth avenue in said city. Said railway will connect with the Wilkinsburg Street railway at the intersection of Penn avenue and Fifth avenue.

GENERAL BALANCE SHEET.

Have not prepared a balance sheet, as railway is being reconstructed in part under contract, which contract is only in part performed, and because it is yet undetermined what liability, if any, the company will have under its contract for reconstruction of the railway.

WILKINS AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Edward House	Pittsburgh Pa
Secretary	John F. Steel	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward House	Pittsburgh, Pa.	John F. Steel	Pittsburgh, Pa.
H. S. A. Stewart	do.	Robt. J. Coyle, Jr.	do.
Jas. P. Speer	do.	Robt. S. Frazer	do.

By whom is the road operated? Not in operation.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address John F. Steel, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated August 8, 1889. It has not yet obtained the consent of the city of Pittsburgh to construct its railway in said city. No portion of its road has been constructed.

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	John Lawshe	Williamsport, Pa.
Vice President	Henry C. Parsons	do.
Secretary	John G. Reading, Jr.	do.
Treasurer	R. J. C. Walker	do.
Superintendent	Wm. Haines	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
R. P. Allen	Williamsport, Pa.	R. J. C. Walker	Williamsport, Pa.
Henry C. Parsons	do.	Charles Seates	do.
John R. J. Ryan	do.		

Date of annual meeting for election of directors: June, at the call of the president.

By whom is the road operated? The company.

General offices of the company at Williamsport, Lycoming county, Pa., corner of Campbell and Edwin streets.

For information relating to this report, address Williamsport Passenger Railway Company, or John Lawshe, president.

What kind of power is used for propelling the cars on your road? Horse power.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Fourth street line, beginning at turn-table on Fourth street west of Grier street; thence east on Fourth street to Basin street; thence south on Basin street to Third street; thence west on Third street to Pine street; thence north on Pine street to Fourth street; thence west on Fourth street (return) to turn-table. Single track, Third street line, beginning at Grier and Fourth streets; thence south on Grier street to Third street; thence east on Third street to Philadelphia and Erie railroad crossing, turn-table; thence return west on same track. Campbell street from Edwin street to Third street is used to distribute cars on Third street line. The crossing of Philadelphia and Erie railroad tracks west of Grier street on Fourth street is being put in, when Third street line will run west on Fourth street to Lycoming creek bridge, 3,400 feet.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of twenty-five sold for	1 00

SUMMARY OF PAYMENTS.

Construction	$1,030 30
Equipment	148 78
Maintaining the road or real estate of the corporation, and operating the road	14,560 29
Interest	1,613 32

Dividends,	$4,500 00
New passenger cars and horses, repairing cars, $289.26; horse trading, $262.00,	551 26
Municipal taxes,	520 12
State taxes,	412 94
Total,	$23,337 01

GENERAL BALANCE SHEET.

Dr.		Cr.	
Cash on hand,	$1,187 16	Bills payable,	$30,000 00
Feed as per inventory,	820 00	Capital stock,	75,000 00
Accounts,	74	Profit and loss,	39,850 49
Construction,	132,328 52		
Equipment,	10,514 07	Total,	$144,850 49
Total,	$144,850 49		

All the material on hand has been charged to construction or equipment whichever account they belonged when purchased.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividend No. 8 paid 3 per cent., January 6; dividend No. 9 paid 3 per cent., June 30.

Paid in dividends, cash, $2,250.00, paid January 6; cash, $2,250.00, paid June 30,	$4,500 00
Balance for the year, or surplus,	$664 71
Surplus at commencement of the year,	522 45
Total surplus June 30, 1890,	$1,187 16

Surplus invested as follows:

Balance of accounts due company,	$0 74
Material, fuel and stores,	107 23
Other items, feed,	820 00

The balance for the year, $1,187.16, is the balance of cash on hand June 30th, which includes $522.45, amount on hand June 30, 1889, viz:

Balance on hand June 30, 1889,	$522 45
Surplus for year ending June 30, 1890,	664 71
Total surplus June 30, 1890,	$1,187 16

NOTE.—We have changed payment of dividends from January and July to June and December, so as to have them in our semi-annual reports, or accounts.

IMPORTANT CHANGES DURING THE YEAR.

Two sidings put in.

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YORK STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. H. Lanius	York, Pa.
Secretary	D. K. Trimmer	do.
Treasurer	C. S. Weiser	do.
General Manager	W. H. Lanius	do.
General Superintendent	Jery. Fiddle	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. K. Trimmer	York, Pa.	John Fabs	York, Pa.
C. S. Weiser	do.	Grier Hersh	do.
Frank Geise	do.	George S. Schmidt	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated? York Street Railway Company.
General offices of the company at York, Pa.
For information relating to this report, address W. H. Lanius, president.
What kind of power is used for propelling the cars on your road? Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, February 8, 1886. Summer of 1886 one and one-half miles of road were constructed in the western part of the city and put in operation September 30, 1886. In 1887 one mile of track was constructed in the western part of the city, making a loop of the end built in 1886, and there was also one-half mile constructed in the eastern part of the city and operation commencing August 11, 1887. In 1888 over one mile of track was laid in the southern part of the city and operated from July 4, 1888. In 1890 one mile of track was constructed from Market street over Richland avenue to Highland Park.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Market street from Broad street on the east to Richland avenue on the west; continuing north over Richland avenue to Linden avenue, and over Linden avenue northeast to West York street, over West York street to junction of Philadelphia and Penn streets, over Penn street to Market street; on South George street from Centre square to residence of Grier Hersh, known as Spring Dale; on Richland avenue south to Highland Park.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of fifty sold for	2 00

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SUMMARY OF PAYMENTS.

Construction,	$6,572 56
Equipment,	802 68
Maintaining the road or real estate of the corporation, and operating the road,	10,155 76
Interest,	650 41
Dividends,	1,500 00
New passenger cars and horses,	802 68
Payments to loan account,	11,000 00
Miscellaneous,	5,406 70
Municipal taxes,	100 00
State taxes,	44 64
Total,	$37,035 43

GENERAL BALANCE SHEET.

Dr.		Cr.	
Construction,	$42,941 15	Capital stock, full paid,	$50,000 00
Equipment,	16,001 52	Capital stock, part paid,	2,540 00
Real estate,	11,231 44	Unfunded debt,	20,000 00
Tools,	115 25	Outstanding bills,	1,293 31
Office and stable supplies,	200 00	Balance on hand, profit and loss,	2,232 94
Rail and ties,	842 53		
Manure,	50 00	Total,	$76,066 25
Cash,	4,684 36		
Total,	$76,066 25		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: October, 1889, three per cent.

Paid in dividends, cash,	$1,500 00
Balance for the year, or surplus,	$1,506 98
Surplus at commencement of year,	725 96
Total surplus,	$2,232 94
Cash and loans,	$2,232 94

IMPORTANT CHANGES DURING THE YEAR.

Extension to Highland Park. Operated from June 7th.

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REPORTS OF

CANAL AND NAVIGATION COMPANIES.

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DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	J. S. Harris	Philadelphia.
Secretary and Treasurer	W. A. Buchanan	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph S. Harris	Philadelphia.	T. McKean	Philadelphia.
J. W. Woolston	do.	S. Shepherd	do.
E. W. Clark	do.	C. F. Howell	do.
F. R. Cope	do.	Edward Lewis	do.
E. Roberts, Jr.	do.		

Date of annual meeting for election of directors: First Tuesday in February.
General offices at 226 South Third street, Philadelphia.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, 32,667, ... $1,633 350

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum; paid February 15, 1890, on 2,181 shares; no dividend at this date paid on 30,486 shares (same not being entitled to dividend); paid August 15, 1890, on 2,181 shares; no dividend at this date paid on 30,486 shares (same not being entitled to dividend).

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Robert M. Olyphant	New York city.
Vice President	Le Grande B. Cannon	New York city.
Second Vice President	Horace G. Young	Albany.
Secretary	F. M. Olyphant	New York city.
Treasurer	J. C. Hartt	New York city.
Superintendent	L. O. Rose	Honesdale, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCE.
Le Grand B. Cannon,	New York city.	Wm. H. Tillinghast,	New City city.
James Roosevelt,	Hyde Park, N. J.	Johnston Livingston,	do.
Robert M. Olyphant,	New York city.	Alfred Van Santvoord,	do.
Benjamin H. Bristow,	New York city.	George C. Clark,	do.
John A. Stewart,	New York city.	William W. Astor,	do.
Frederick Billings,	Woodstock, Vt.	James A. Roosevelt,	do.
R. Suydam Grout,	New York city.		

Date of annual meeting for election of directors: Second Tuesday in May.
General offices at 21 Cortlandt street, New York city.

SUMMARY OF EXPENSES.

Total expenses, ... $251,566 47

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, ... $24,500,000 00

Rate and date of all cash dividends on stock of original and consolidated companies: September 15, 1889, dividend 1¾ per cent.; December 15, 1889, dividend 1¾ per cent.; March 15, 1890, dividend 1¾ per cent.; June 15, 1890, dividend 1¾ per cent.; total, 7 per cent.

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	J. S. Harris,	Philadelphia.
Secretary and Treasurer,	S. Shepherd,	do.

General office, No. 226 South Third street, Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
E. W. Clark,	Philadelphia.	Samuel Dickson,	Philadelphia.
F. R. Cope,	do.	Thomas McKean,	Philadelphia.
James M. Wilcox,	do.	Charles Parrish,	Wilkes-Barre, Pa.
Edward Lewis,	do.	E. B. Leisenring,	Mauch Chunk, Pa.
T. Charlton Henry,	do.	Abram S. Hewitt,	New York, N. Y.

Date of annual meeting for election of directors: Fourth Tuesday in February.

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SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$115,153 62
Dividends,	677,763 75
Interest,	802,185 61
Surplus fund, municipal and state taxes,	106,451 60
Other payments,	421,924 09
Total,	$2,123,478 67
Total amount of surplus fund,	$14,808 50

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 286,294 shares, $14,314,700.00.

Rate and date of all cash dividends on stock of original and consolidated companies: 2½ per cent. December 11, 1889; 2½ per cent. June 11, 1890.

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	Max K. Moorhead,	Pittsburgh.
Secretary and Treasurer,	W. Bakewell,	Arndd's Station, A. V. R. R., Westmoreland Co., P. O. address Pittsburgh.
General Superintendent of Repairs,	Thomas McGowan,	Lock No. 4, Washington co., Pa.
Cargo Inspector,	William P. Wood,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.	George B. Logan,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh.	I. B. Murdock, M. D.,	Pittsburgh.
Felix R. Brunot,	Allegheny, Pa.	A. E. W. Painter,	Allegheny, Pa.
Allan C. Bakewell,	New York, N. Y.	George Shiras, Jr.,	Allegheny, Pa.
John Harper,	Pittsburgh.	B. L. Wood, Jr.,	Pittsburgh.

Date of annual meeting for election of directors: Second Tuesday of January in each year.

General offices at 104 Grant street, treasurer's office 110 Diamond street, Pittsburgh, Pa.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$92,976 88
Dividends payable in cash,	125,508 00
Interest,	13,417 50
Municipal taxes,	140 34
State taxes,	12,883 20
Other payments,	14,731 75
Total,	$239,657 67

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: June 30, 1890, 32,634 shares of stock at $50 each; $1,631,700.

Amount of stock issued as stock dividends, and dates of issue: January 9, 1890, dividend 4 per cent. on 31,380 shares, 1,143 shares and $5,610 scrip.

Rate and date of all cash dividends on stock of original and consolidated companies: July 11, 1889, dividend 6 per cent. on $1,568,450 00 stock, $94,107,00; January 9, 1890, dividend 2 per cent. on $1,569,000.00 stock, $31,380.00.

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	I. J. Wistar	Philadelphia.
Secretary	H. Whiteman	Philadelphia.
Treasurer	A. Haviland	Philadelphia.
Chief Engineer	T. T. Wierman, Jr	Harrisburg, Pa.
Superintendent of Equipment	F. J. Deemer	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Isaac J. Wistar	Philadelphia.	Amos R. Little	Philadelphia.
George B. Roberts	do.	M. Hall Stanton	do.
A. J. Cassatt	do.	Alexander Biddle	do.
Wistar Morris	do.	Simon Gratz	do.
Wm. J. Howard	do.	John P. Green	do.
Joseph N. DuBarry	do.	Clement A. Griscom	do.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal	$228,808 99

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Harvey F. West	Philadelphia, Pa.
Secretary and Treasurer	Franklin M. Potts	Media, Pa.

BOARD OF MANAGERS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George Brooke	Birdsboro', Pa.	John B. Garrett	Philadelphia, Pa.
Henry A. du Pont	Wilmington, Del.	Edward C. Knight	do.
Beauveau Borie	Philadelphia, Pa.	Jas. M. Rhodes	do.

Annual meeting for election of managers and officers: The second Tuesday in February.

General offices of the company at No. 235 Dock street, Philadelphia, Pa.

SCHUYLKILL NAVIGATION COMPANY, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President and General Manager	A. A. McLeod	Philadelphia.
Secretary	W. R. Taylor	Philadelphia.
Treasurer	W. A. Church	Philadelphia.
General Superintendent	I. A. Sweigard	Philadelphia.
Superintendent and Engineer	E. F. Smith	Reading.

General offices at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal,	$43,309 18
Interest,	30,543 57
State taxes,	228 59
Total,	$74,081 34

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Chas. F. Mayer	Baltimore, Md.
Treasurer	Robert D. Brown	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
George W. Dobbin.	Baltimore, Md.	A. J. Antelo.	Philadelphia.
Enoch Pratt.	do.	John Wanamaker.	do.
Osmun Latrobe.	do.	Peter C. Hollis.	do.
Gilmor Meredith.	do.	Richard L. Ashurst.	do.
Jas. Sloan, Jr..	do.	A. A. McLeod.	do.
C. Ridgely Goodwin.	do.	Austin Corbin.	do.

Date of annual meeting for election of directors: Second Monday in May.
General office at Baltimore, Md.

SUMMARY OF EXPENSES.

For other payments, ... $1,038 15

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, ... $2,002,746 00

THE SUSQUEHANNA CANAL COMPANY, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President and General Manager. . . .	A. A. McLeod.	Philadelphia.
Secretary.	W. R. Taylor.	do.
Treasurer.	W. A. Church.	do.
General Superintendent.	I. A. Swelgard.	do.
Superintendent and Engineer.	E. F. Smith.	do.

General offices at 227 South Fourth street, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation, and operating the canal, ... $88,897 55
Rental, ... 22,659 61

Total, ... $111,557 16

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REPORTS OF
TELEGRAPH AND TELEPHONE COMPANIES.

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AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	C. Hartman Kuhn.	Philadelphia.
Vice President.	Theodore M. Etting.	do.
Secretary and Treasurer.	M. Rich. Muckle.	do.
Assistant Secretary.	W. L. Fry.	do.
General Manager.	George J. Jewill.	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
C. Hartman Kuhn.	Philadelphia.	George Kelley.	Philadelphia.
Theodore M. Etting.	do.	John Rommel, Jr.	Philadelphia.
M. Rich. Muckle.	do.	E. J. Matthews.	Philadelphia.
Benoni Frishmuth.	do.	E. C. Platt.	New York city.
Henry Nuss, Jr.	do.		

Date of annual meeting for election of directors? First Monday in May.
General offices of the company are located at Philadelphia, Pa.
Address correspondence relating to this report to 113 S. Broad street.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages to be forwarded by other lines to all parts of the world are charged rates as published by those lines. Our tariff for messenger service is based on time—thirty cents per hour.

SUMMARY OF PAYMENTS.

Construction of new lines,	$2,068 06
Purchase of telegraph property,	565 24
Interest,	468 00
Dividends,	12,000 00
Miscellaneous, including payments to other corporations and individuals,	106,103 38
Taxes,	1,549 79
Total,	$122,754 47

GENERAL BALANCE SHEET.

DR.		CR.	
License and patent right account.	$316,612 00	Capital stock.	$400,000 00
Charter and incorporating account.	250 00	First mortgage bonds.	7,200 00
General construction.	69,931 19	Accrued interest on bonds due September 1, 1890.	144 00
Equipment.	23,169 49	Loss and gain.	43,551 73
Supplies.	5,714 22		
Trustee stock A. D. T. Co., donated.	4,650 00		
Accounts receivable.	23,070 64	Total.	$450,895 73
Cash.	7,498 19		
Total.	$450,895 73		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 15, 1889, twenty-five cents per share; May 15, 1890, fifty cents per share.

Amount paid in dividends, cash, ... $12,000 00

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President.	Edward J. Hall, Jr.	Morristown, N. J.
Secretary.	Melville Egleston.	Elizabeth, N. J.
Treasurer.	Samuel B. Huey.	Philadelphia.
District Superintendent.	F. W. Griffin.	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Edward J. Hall, Jr.	Morristown, N. J.	Samuel B. Huey.	Philadelphia.
Melville Egleston.	Elizabeth, N. J.	Josiah R. Adams.	Philadelphia.

Date of annual meeting for election of directors: First Friday of February.

By whom owned? American Telegraph and Telephone Company of Pennsylvania.

By whom operated? American Telephone and Telegraph Company.

The general officers of the company are located at No. 134 South Fourth street, Philadelphia.

Address correspondence relating to this report to Samuel B. Huey, treasurer, southeast corner Fifth and Chestnut streets, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Pennsylvania, was approved by the Governor of Pennsylvania, January 13, 1885.

The company was organized thereunder in Philadelphia, Pa., February 19, 1885, and J. R. Adams was elected president, S. B. Huey, secretary, and J. E. Kingsley, treasurer.

It has constructed the following lines, viz: one from Philadelphia to West Nottingham (state line); one from Newtown Square to Easton, and one from Monterey to Choconut.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction.	$589,185 29	Capital stock.	$10,000 00
Equipment.	11,853 07	Unfunded debt.	591,038 36
Total.	$601,038 36	Total.	$601,038 36

IMPORTANT CHANGES DURING THE YEAR.

A large part of the company's lines in the state outside of Philadelphia have been built.

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Norvin Green	New York.
Secretary	R. H. Rochester	do.
Treasurer		

SUMMARY OF PAYMENTS.

Dividends, none other than 10 per cent. paid by Western Union Telegraph Company. Taxes paid by lessees.

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company, April 15, 1864. Whether any prior thereto is not known to the present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, ten per cent. per annum, quarterly, upon outstanding stock (not belonging to the Western Union Telegraph Company) amounting now to $6,500.00.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. Loudon Snowden	Philadelphia.
Secretary and Treasurer	W. T. Westbrook	Media, Pa.
Superintendent	Charles Selden	Baltimore, Md.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. Louden Snowden	Philadelphia.	Jno. K. Cowen	Baltimore, Md.
L. S. Filbert	Philadelphia.	W. T. Westbrook	Media, Pa.
Charles A. Porter	Philadelphia.		

Date of annual meeting for election of directors: Second Wednesday in May.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	James Merrihew	——
Vice President	Wm. B. Gill	——
Secretary	Saml. B. Huey	——
Treasurer	A. A. Ziegler	——
General Manager	Saml. M. Plush	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James Merrihew	New York.	J. E. Kingsley	Philadelphia.
Wm. B. Gill	Cheltenham, Pa.	Thos. T. Eckert	New York.
Henry Bentley	Philadelphia.	Chas. A. Tinker	New York.
Thos. E. Cornish	Philadelphia.	James E. Mitchell	Philadelphia.
H. S. Huldekoper	Philadelphia.	Saml. M. Plush	Philadelphia.
Joel J. Baily	Philadelphia.	John E. Hudson	Boston, Mass.

Date of annual meeting for election of directors: Third Tuesday of February.

SUMMARY OF PAYMENTS.

Construction of new lines	$11,736 28
Construction underground	110,546 04
Purchase of office fixtures and furniture	161 94
Purchase of real estate	73,619 80
Dividends	67,200 00
Miscellaneous	235,733 12
Taxes	6,412 67
Surplus fund	57,550 96
Total	$562,960,81
Total amount of surplus fund	$553,828 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction	$372,666 59	Capital stock	$560,000 00
Underground construction	306,297 51	Mortgage	25,000 00
Office furniture	5,491 81	Reserved for unearned rentals	20,117 37
Real estate	156,915 18	Surplus	553,828 00
Stocks, bonds and other securities	190,147 58	Total	$1,158,945 37
Material	35,640 42		
Accounts receivable	27,925 60		
Cash	63,860 68		
Total	$1,158,945 37		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 17, 1889, 3 per cent.; December 17, 1889, 3 per cent.; March 18, 1890, 3 per cent.; June 17, 1890, 3 per cent.; payable on or after July 1.

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Amount paid in dividends, cash,	$67,200 00
Balance for the year, or surplus,	$57,550 96
Surplus at commencement of the year,	496,277 04
Total surplus,	$553,828 00
Surplus invested as follows:	
Cash,	$63,860 68
Balance of accounts due company,	27,925 60
Material, fuel and stores,	35,640 42
Other items and construction,	426,401 30

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	D. Leet Wilson,	Pittsburgh.
Vice President,	Charles O. Rowe,	do.
Secretary,	John G. Stonkes,	do.
Treasurer,	John G. Stonkes,	do.
General Manager,	Henry Metzger,	do.
General Superintendent,	W. D. Paynter,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
D. Leet Wilson,	Pittsburgh.	H. J. Huidekoper,	Philadelphia.
L. Halsey Williams,	Pittsburgh.	James Merrihew,	New York, N. Y.
George I. Whitney,	Pittsburgh.	George G. Hall,	Cincinnati, O.
John L. George,	Pittsburgh	J. E. Hudson,	Boston, Mass.
Charles O. Rowe,	Pittsburgh.		

Date of annual meeting for election of directors: Second Thursday in February of each year.

The general offices of the company are located at Pittsburgh, corner Fifth avenue and Wood street.

Address correspondence relating to this report to the Central District and Printing Telegraph Company, corner Fifth avenue and Wood street, Pittsburgh.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$654,066 52	Capital stock,	$750,000 00
Licenses and rights of way,	450,000 00	Mortgage,	30,000 00
Real estate,	154,122 64	Scrip,	65,980 00
Supplies in stock,	38,678 14	Reserve for unearned rentals,	42,588 21
Accounts receivable,	16,680 33	Accounts payable,	21,919 57
Cash on hand,	8,333 49	Surplus,	411,393 34
Total,	$1,321,881 12	Total,	$1,321,881 12

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STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 11, 1889, three per cent.; August 8, 1889, five per cent.; October 10, 1889, three per cent.; January 9, 1890, three per cent.; April 10, 1890, three per cent.

Amount paid in dividends, cash,	$107,500 00
Surplus at commencement of the year,	546,010 23
Total surplus,	411,393 34
Surplus invested as follows:	
Cash and loans,	8,333 49
Balance of accounts due company,	16,680 33
Material, fuel and stores,	38,678 14
Other items, construction, real estate, etc.,	347,701 38

IMPORTANT CHANGES DURING THE YEAR.

On August 22, 1889, this company increased its capital stock from five hundred thousand dollars to seven hundred and fifty thousand dollars, and issued the two hundred and fifty thousand increase to the American Bell Telephone Company, of Boston, Mass., in payment of an extension of our license to operate under patents controlled by that company.

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCE.
President.	H. R. Rhoads.	Williamsport, Pa.
Vice President.	Richard O'Brien.	Scranton, Pa.
Secretary.	J. E. Wilkinson.	Williamsport, Pa.
Treasurer.	J. E. Wilkinson.	Williamsport, Pa.
General Manager.	R. M. Bailey.	Williamsport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES
Robert P. Allen.	Williamsport, Pa.	H. S. Huidekoper.	Philadelphia, Pa.
R. M. Bailey.	Williamsport, Pa.	L. C. Kinsey.	Montgomery Station, Pa.
S. S. Blair.	Tyrone, Pa.	C. LaRue Munson.	Williamsport, Pa.
J. H. Boyer.	Williamsport, Pa.	Richard O'Brien.	Scranton, Pa.
Charles H. Dougal.	Milton, Pa.	H. R. Rhoads.	Williamsport, Pa.
C. Jay French.	Boston, Mass.	E. B. Westfall.	Williamsport, Pa.
John A. Gamble.	Williamsport, Pa.	J. E. Wilkinson.	Williamsport, Pa.
A. D. Hermace.	Williamsport, Pa.		

Date of annual meeting for election of directors: Fourth Tuesday of January.

The general offices of the company are located at 760 West Fourth street, Williamsport, Pa.

Address correspondence relating to this report to company at their general offices.

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HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Phillipsburg, Bellefonte, Altoona, Milton and Shamokin. The chartered limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburgh. The company now has telephone exchanges established and in operation in all the principal cities and towns in the territory covered by its charter, and the district has been fully occupied and ample telephone communication furnished to the public. The entire district, with the exception of Elk county, has its various centers or telephone exchanges connected with each other by wire, as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metallic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en route connected.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Extra territorial 25 cents per conversation of five minutes.
Exchange communications at a monthly rental.

SUMMARY OF PAYMENTS.

Construction of new lines,	$23,545 04
Dividends,	36,000 00
Miscellaneous,	142,868 28
Taxes,	3,854 31
Total,	$206,267 63

GENERAL BALANCE SHEET.

DR.		CR.	
Cash on hand,	$13,855 58	Capital stock,	$600,000 00
Supplies on hand,	3,165 17	Toll line tickets outstanding,	1,436 39
Construction and equipment,	538,035 26	Reserve for unearned rentals,	1,482 69
License,	275,100 00	Bills payable,	20,000 00
Due from exchange managers,	3,712 52	Due to sundry persons,	3,125 53
Due from sundry persons,	6,224 58	Surplus,	2,447 28
Furniture,	1,980 93	Undivided profits,	11,582 15
Total,	$840,074 04	Total,	$840,074 04

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

October 26, 1889, cash dividends of 1½ per cent. on 8,000 shares,	$12,000 00
January 25, 1890, cash dividend of 1½ per cent. on 8,000 shares,	12,000 00
April 26, 1890, cash dividend of 1½ per cent. on 8,000 shares,	12,000 00
Amount paid in dividends, cash,	$36,000 00
Balance for the year, or surplus,	$2,447 28
Surplus at commencement of the year,	3,440 77
Total surplus,	2,447 28
Balance of accounts due company,	2,447 28

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IMPORTANT CHANGES DURING THE YEAR.

The sum of $11,858.73 of surplus to January 1, 1890, was charged out March 31, 1890, for depreciation.

The erection of long distance metallic circuits to points connecting beyond the license territory of this company on the east in process of construction.

CURWENSVILLE TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	P. Kinports,	Grant, Pa.
Secretary, Treasurer, General Manager and General Superintendent,	A. E. Patton,	Curwensville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. E. Patton,	Curwensville, Pa.	Jackson Patchin,	Burnside, Pa.
John R. Fer,	Punxsutawney, Pa.	Chas. E. Patton,	Curwensville, Pa.
E. S. Coolbroth,	Curwensville, Pa.	P. Kinports,	Grant, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Twenty-five cents per message limited to five minutes.

SUMMARY OF PAYMENTS.

Total amount of surplus fund, ... $9 00

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

TITLE.	NAME.	RESIDENCES.
President,	J. Merrihew,	New York.
Vice President,	C. A. Tinker,	New York.
Secretary and Treasurer,	W. J. McLaughlin,	Philadelphia.
General Superintendent,	W. B. Gill,	Philadelphia.
Superintendent,	W. T. Westbrook,	Media, Pa.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. Merrihew,	New York.	W. B. Gill,	Philadelphia.
C. A. Tinker,	New York.	G. Merrihew,	Philadelphia.
Henry Bentley,	Philadelphia.	W. T. Westbrook,	Media, Pa.
S. M. Plush,	Philadelphia.		

Date of annual meeting for election of directors: Third Tuesday in September.

By whom owned? Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 400 Chestnut street, Philadelphia.

Address correspondence relating to this report to W. J. McLaughlin, treasurer, 400 Chestnut street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 28, 1883, being enrolled in charter book No. 17, page 11, application having been made by the following-named gentlemen: John E. Lewblin, S. M. Plush, James Merrihew, S. S. Garwood and William B. Gill.

The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and State Line via Darby; Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phœnixville and other points within the counties named.

TARIFF OF RATES FOR TRANSMISSION OF TOLL LINE MESSAGES.

NUMBER OF MILES.	Rates for five minutes, subscriber.	Rates for five minutes, non-subscriber.
For ten miles or under,	Free.	25
For fifteen miles and under twenty miles,	15	30
For twenty miles and under twenty-five miles,	20	35
For twenty-five miles and over,	25	35

SUMMARY OF PAYMENTS.

Construction of new lines,	$447 77
Miscellaneous,	59,998 01
Taxes,	522 44
Surplus fund,	2,640 55
Total,	$63,608 77
Total amount of surplus fund,	$60,976 87

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$81,868 28	Capital,	$10,000 00
		Due corporations,	10,891 41
Total,	$81,868 28	Profit and loss,	60,976 87
		Total,	$81,868 28

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STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$2,640 55
Surplus at commencement of the year,	58,336 32
Total surplus,	$60,976 87
Surplus invested as follows:	
Construction,	$60,976 87

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	J. T. Robinson,	Berrysburg, Pa.
Vice President	P. B. Lyter,	Elizabethville.
Secretary	I. T. Buffington,	——
Treasurer	Cyrus Bomberger,	——
General Manager	H. H. Weaver,	——

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
J. T. Robinson,	Berrysburg, Pa.	H. H. Weaver,	Elizabethville.
John W. Deibler,	Berrysburg, Pa.	I. T. Buffington,	Elizabethville.
P. B. Lyter,	Elizabethville.		

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Line complete	$309 92	Capital stock	$300 00
Due us in ledger	15 00	Undivided profits	41 93
Cash in treasury	17 01		
Total	$341 93	Total	$341 93

STOCK AND DIVIDENDS.

Surplus at commencement of the year,	$41 93
Surplus invested as follows:	
Cash and loans,	$26 93
Balance of accounts due company,	15 00

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NATIONAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Thomas T. Eckert	New York.
Vice President	John Van Horne	do.
Secretary	Thomas F. Clark	do.
Treasurer	R. H. Rochester	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Thomas T. Eckert	New York.	Charles A. Tinker	New York.
John Van Horne	New York.	Thomas F. Clark	New York.
Robert C. Clowry	Chicago.		

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Chas. F. Cutler	New York.
Vice President	H. L. Storke	Auburn, N. Y.
Secretary	H. F. Stevens	Brooklyn, N. Y.
Treasurer	David B. Parker	New York.
General Manager	W. N. Eastabrook	Elmira, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Chas. F. Cutler	New York.	C. A. Nichols	Springfield, Mass.
H. L. Storke	Auburn, N. Y.	H. C. French	Elmira, N. Y.
David B. Parker	New York.	John E. Hudson	Boston, Mass.
W. N. Eastabrook	Elmira, N. Y.		

Date of annual meeting for election of directors: First Wednesday in March.

The general offices of the company are located at 18 Cortlandt street, New York city.

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GENERAL BALANCE SHEET.

DR.		CR.	
Trustee stock,	$461,700 00	Capital stock,	$1,000,000 00
Property account,	543,810 00	Surplus,	39,201 64
License account,	175,000 00	Sinking fund,	325,000 00
Construction,	206,616 00	Toll line receipts unearned,	696 60
Material on hand,	5,356 45	Advance rentals,	3,043 05
Accounts receivable,	16,080 63	Accounts payable,	34,090 97
Cash,	3,248 46	Contingent account,	1,500 00
		Profit and loss,	8,279 28
Total,	$1,411,811 54	Total,	$1,411,811 54

STOCK AND DIVIDENDS.

Amount paid in dividends, cash,	$32,564 00
Balance for the year, or surplus,	8,279 28
Surplus at commencement of the year,	48,220 29
Total surplus,	$47,480 92

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Norvin Green,	New York, N. Y.
Secretary and Treasurer,	R. H. Rochester,	do.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Francis Jordan,	Harrisburg, Pa.
Vice President,	A. R. Shellenberger,	do.
Secretary and Treasurer,	Martin H. Buehler,	do.
General Manager,	Josiah R. Davis,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Francis Jordan,	Harrisburg, Pa.	Wm. H. Beck,	Washington, D.C.
A. R. Shellenberger,	Harrisburg, Pa.	H. S. Huldekoper,	Philadelphia, Pa.
Michael Schall,	York, Pa.	C. Jay French,	Boston, Mass.
Chas. Jas. Bell,	Washington, D. C.		

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Date of annual meeting for election of directors: Third Wednesday of each January.

With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.

Date of consolidation: January 23, 1886.

The general offices of the company are located at 222 Market street, Harrisburg.

Address correspondence relating to this report to M. H. Buehler, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 10, 1882, the Southern Pennsylvania Telephone Company, was incorporated for general telephone purposes in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29, 1874, and supplements.

On December 6, 1882, the court of common pleas of Dauphin county, on application of the above named company, by formal decree for that purpose, changed its name to that of the Pennsylvania Telephone Company.

On November 23, 1885, the Pennsylvania and New Jersey Telephone Company was incorporated authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton, in the State of Pennsylvania, and in the State of New Jersey.

On January 23, 1886, said Pennsylvania and New Jersey Telephone Company, by deed made under statutory authority, granted and conveyed all its property, corporate rights, powers and privileges, held under its said charter, to the Pennsylvania Telephone Company, as per deed duly recorded in said county of Dauphin, in deed book T, vol. 6, page 329, etc.

SUMMARY OF PAYMENTS.

Construction of new lines,	$8,053 70
Dividends,	29,968 00
Miscellaneous,	92,583 22
Taxes,	2,803 49
Surplus fund (undivided profit),	17,019 01
Total,	$150,427 42
Total amount of surplus fund (undivided profit),	$30,507 15

GENERAL BALANCE SHEET.

DR.		CR.	
Plant.	$491,306 04	Capital stock.	$749,200 00
Perpetual franchises from American Bell Telephone Company.	262,200 00	Sundry creditors.	2,503 72
Material on hand at head office and branches.	5,240 14	Unearned rentals.	2,293 59
Rentals outstanding.	4,517 52	Undivided profits.	30,507 15
Sundry debtors.	1,039 07	Total.	$784,504 46
Cash on hand and in bank.	20,201 69		
Total.	$784,504 46		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1889, quarterly, one per cent.; October 15, 1889, quarterly, one per cent.; January 15, 1890, quarterly, one per cent.; April 15, 1890, quarterly, one per cent.

Amount paid in dividends, cash, $29,968 00

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PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Henry Bentley	Philadelphia.
Vice President and General Manager	Wm. B. Gill	do.
Secretary and Treasurer	Wm. P. Wheatland	do.
General Superintendent	Wm. P. Wheatland	do.

DIRECTORS.

NAMES.	RESIDENCE.	NAMES.	RESIDENCE.
Henry Bentley	Philadelphia.	Chas. A. Tinker	New York.
Wm. P. Wheatland	Philadelphia.	Thos. T. Eckert	do.
Wm. B. Gill	Philadelphia.	Jno. VanHorne	do.
Jas. Merrihew	New York.		

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned? The Philadelphia Local Telegraph Company.

By whom operated? The Philadelphia Local Telegraph Company.

The general offices of the company are located at 107 South Third street, Philadelphia.

Address correspondence relating to this report to Wm. P. Wheatland, secretary, 107 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the legislature of Pennsylvania, approved May 10, A. D. 1871, under the title of "The Printing Machine Telegraph Company."

The first section of said act of incorporation set forth, and recites (among other things) as follows: That the corporation upon the filing of a certificate in the office of the Secretary of the Commonwealth, may change names of said corporation.

At a meeting of the board of directors of the Printing Machine Telegraph Company held in the city of Philadelphia on April 26, 1872, a resolution was offered and unanimously adopted by the board changing the name of said corporation to that of the Philadelphia Local Telegraph Company, and authorizing a certificate to the effect to be deposited and filed in the office of the Secretary of the Commonwealth, which was done on April 30, 1872.

Branch offices are established throughout the city of Philadelphia, and were connected with the main office by the construction of telegraph lines at this time, which wires, with trifling extension, have been maintained up to the present time.

The company furnishes quotations service to brokers and others, furnishes time service, and maintains private lines.

SUMMARY OF PAYMENTS.

Dividends	$31,000 00
Miscellaneous	31,015 59
Taxes	1,848 99
Surplus fund	888 46
Total	$64,753 04
Total amount of surplus fund	$4,638 46

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GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment, plants,	$221,760 00	Capital stock,	$400,000 00
Amount invested in stock of other companies,	181,990 00	Profit and loss, undivided dividend,	6,000 00
Cash,	6,114 87	Surplus,	4,638 46
Accounts due and unpaid,	773 59	Total,	$410,638 46
Total,	$410,638 46		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 30, 1889, 1¾ per cent.; December 31, 1889, 2 per cent.; March 31, 1890, 2½ per cent.; June 30, 1890, 1½ per cent.

Amount paid in dividends, cash,	$31,000 00
Balance for the year, or surplus,	$4,638 46
Surplus at commencement of the year,	1,780 24
Total surplus,	$6,418 70

Surplus invested as follows:

Cash,	$3,864 87
Balance of accounts due company,	773 59

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	Austin Corbin,	Philadelphia.
Vice President,	A. A. McLeod,	Philadelphia.
Secretary,	Howard Hancock,	Philadelphia.
Treasurer,	John Welch,	Philadelphia.
General Superintendent,	E. R. Adams,	Reading.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. A. McLeod,	Philadelphia.	A. J. Antelo,	Philadelphia.
George deB. Keim,	do.	H. C. Gibson,	do.

Date of annual meeting for election of directors: Last Tuesday in June.

By whom owned: The Philadelphia, Reading and Pottsville Telephone Company.

The general offices of the company are located at Philadelphia, 227 South Fourth street.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter March 15, 1847.

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TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under	15, 20 & 25 cts.	1 to 2 cts.
For one hundred miles and under two hundred miles	25	2
For two hundred miles and under three hundred miles	25	2
For three hundred miles and under four hundred miles	25	2

SUMMARY OF PAYMENTS.

Construction of new lines	$265 42
Maintenance and repairs	22,346 90
Salaries of operators	54,557 58
Interest	12,000 00
Dividends	5,000 00
Miscellaneous	6,858 65
Taxes	1,049 63
Total	$102,078 18

GENERAL BALANCE SHEET.

DR.		CR.	
Construction	$202,956 26	Capital stock	$20,000 00
Equipment	57,792 85	Debenture bonds	200,000 00
Material	3,775 97	Sundry dividends uncollected	225 00
Cash	5,669 81	Coupons due December 1, 1890, accrued	1,000 00
Sundry debits	56,592 33	Sundry credits	38,424 23
Total	$326,787 22	Profit and loss	67,137 99
		Total	$326,787 22

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 30, 1889, 25 per cent.

Amount paid in dividends, cash, ... $5,000 00

POSTAL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. B. Chandler	New York city.
Vice President	Edward C. Platt	New York city.
Secretary	C. C. Adams	Philadelphia.
Treasurer	George R. Williamson	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler	New York city.	George W. Dunn	Philadelphia.
Edward C. Platt	New York city.	Wilbur L. Stanger	Philadelphia.
Charles C. Adams	Philadelphia.		

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to George R. Williamson, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES—GENERAL.

Rates for ten words, twenty-five cents within the State; each additional word, two cents.

GENERAL BALANCE SHEET.

Capital stock, ... $50,000 00

POSTAL TELEGRAPH AND CABLE COMPANY No. 1.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	A. B. Chandler, ...	New York city.
Vice President.	E. C. Platt.	New York city.
Secretary.	C. C. Adams.	Philadelphia.
Treasurer.	George R. Williamson.	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler.	New York city.	George W. Dunn. . . .	Philadelphia.
E. C. Platt.	New York city.	Wilbur L. Stanger. . .	Philadelphia.
C. C. Adams.	Philadelphia.		

GENERAL INFORMATION.

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to George R. Williamson, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

Capital stock, ... $20,000 00

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POSTAL TELEGRAPH AND CABLE COMPANY No. 2.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. B. Chandler	New York city.
Vice President	E. C. Platt	New York city.
Secretary	C. C. Adams	Philadelphia.
Treasurer	Geo. R. Williamson	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler	New York city.	George W. Dunn	Philadelphia.
E. C. Platt	New York city.	Wilbur L. Stanger	Philadelphia.
C. C. Adams	Philadelphia.		

By whom owned: The stockholders.

By whom operated: Postal Telegraph and Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to George R. Williamson, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words within the state, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

Capital stock, ... $20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY No. 3.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	A. B. Chandler	New York city.
Vice President	E. C. Platt	New York city.
Secretary	C. C. Adams	Philadelphia.
Treasurer	Geo. R. Williamson	New York city.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
A. B. Chandler	New York city.	Geo. W. Dunn	Philadelphia.
E. C. Platt	New York city.	Wilbur L. Stanger	Philadelphia.
C. C. Adams	Philadelphia.		

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By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Geo. R. Williamson, New York city.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES, GENERAL.

Rates for ten words within the state, twenty-five cents; each additional word two cents.

GENERAL BALANCE SHEET.

Capital stock,	$5,000 00

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Wm. A. Ingham	320 Walnut street, Philadelphia, Pa.
Secretary, Treasurer	J. E. Haverstick	320 Walnut street, Philadelphia, Pa.
General Superintendent	A. W. Sims	Rockhill Furnace, Huntingdon county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Wm. A. Ingham	Philadelphia, Pa.	Percival Roberts	Philadelphia, Pa.
Arlo Pardee	Hazleton, Pa.	George Wood	Philadelphia, Pa.
Edward Roberts, Jr.	Philadelphia, Pa.	John Markle	Yeddo, Pa.

By whom owned: Rockhill Telegraph Company.

By whom operated: East Broad Top Railroad and Coal Company, lessee.

The general offices of the company are located at 320 Walnut street, Philadelphia.

Address correspondence relating to this report to J. E. Haverstick, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter issued November 2, 1874. Constructed by the East Broad Top Railroad and Coal Company, who leased and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rate for ten words.	Each additional word.
For one hundred miles or under	$0 25	$0 02

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment	$4,220 13	Capital stock paid in	$300 00
Cash	401 66	Unfunded debt	4,220 13
		Interest	101 66
Total	$4,621 79	Total	$4,621 79

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ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	W. P. Logan.	319 Walnut street, Philadelphia.
Secretary and Treasurer.	Wm. McLaughlin.	304 Walnut street, Philadelphia.
General Manager and Superintendent.	John F. Moyer.	Steubenville, Ohio.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. P. Logan.	319 Walnut street, Phila.	Chas. W. Campbell.	Washington, Pa.
John W. Donnan.	Washington, Pa.	John F. Moyer.	Steubenville, Ohio.
Alvan Donnan.	Washington, Pa.		

By whom owned: Royal Gas Company.

By whom operated: Royal Gas Company.

The general offices of the company are located at office of the Royal Gas Company, Steubenville, Ohio.

GENERAL BALANCE SHEET.

DR.		CR.	
Appropriation for construction.	$1,000 00	Liability to Royal Gas Company.	$1,000 00

TIOGA AND MORRIS RUN TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President.	W. S. Nearing.	Morris Run, Pa.
Secretary.	G. R. Brown.	Corning, N. Y.
Treasurer.		

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
W. S. Nearing.	Morris Run, Pa.	A. J. Owen.	Rochester, N. Y.
A. Hardt.	Wellsboro', Pa.	A. H. Gorton.	Corning, N. Y.
G. R. Brown.	Corning, N. Y.		

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By whom owned: Fall Brook Coal Company; Morris Run Coal Mining Company.

By whom operated: Fall Brook Coal Company.

The general offices of the company are located at Morris Run, Pa.

Address correspondence relating to this report to G. R. Brown, treasurer, Corning, N. Y.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Was a private line to mines for which companies using paid the expenses.

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President	Norvin Green	New York, N. Y.
Vice President	Thomas T. Eckert	New York, N. Y.
Vice President	John Van Horne	New York, N. Y.
Vice President	George J. Gould	New York, N. Y.
Vice President	Robert C. Clowry	Chicago, Ill.
Secretary	A. R. Brewer	New York, N. Y.
Treasurer	R. H. Rochester	New York, N. Y.
General Manager	Thomas T. Eckert	New York, N. Y.
General Superintendent	Charles A. Tinker	New York, N. Y.
General Superintendent	Robert C. Clowry	Chicago, Ill.
General Superintendent	James Merrihew	New York, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Norvin Green	New York.	Robert C. Clowry	Chicoga, Ill.
Thomas T. Eckert	do.	Henry Weaver	London, England.
John T. Terry	do.	J. Pierpont Morgan	New York, N. Y.
John Van Horne	do.	Frederick L. Ames	Boston, Mass.
Jay Gould	do.	John Hay	Cleveland, Ohio.
Russell Sage	do.	Wm. D. Bisboys	Bridgeport, Conn.
Alonzo B. Cornell	do.	Sidney Shepard	New York, N. Y.
Sidney Dillon	do.	Erastus Wiman	New York, N. Y.
George J. Gould	do.	Charles K. Mayer	Baltimore, Md.
Samuel Sloan	do.	Chauncey M. Depew	New York city.
Cyrus W. Field	do.	James W. Clendenin	New York city.
Edwin Gould	do.	John G. Moore	New York city.
Percy R. Pyne	do.	Henry M. Flagler	New York city.
Charles Lanier	do.	C. P. Huntington	New York city.
Austin Corbin	do.	George B. Roberts	Philadelphia.

The general offices of the company are located at 195 Broadway, New York city.

Address correspondence relating to this report to Brown & Wells, attorneys, 36 Wall street, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

April 1, 1851. The Mississippi Valley Printing Telegraph Company.

Name changed to the Western Union Telegraph Company by act passed April 4, 1856.

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SUMMARY OF PAYMENTS.

Interest,	$875,135 44
Dividends,	4,956,008 14
Taxes, $310,297.88, included in expenses.	
Surplus fund,	1,481,581 52
Total,	$7,312,725 10
Total amount of surplus fund,	$11,651,167 33

GENERAL BALANCE SHEET.

DR.		CR.	
Telegraph lines, stocks in other telegraph companies merged in Western Union system, franchise, patents, etc.	$95,733,905 25	Capital stock,	$86,199,852 06
Stock in telegraph and telephone companies and other securities.	15,715,932 44	Funded debt,	15,183,986 00
Real estate.	2,903,883 41	Stock held through Gold Stock Telegraph Company until 1891, without interest.	2,264,200 00
Supplies and material on hand not issued.	394,474 46	Sundry accounts payable.	2,653,210 08
Sundry accounts receivable, etc.	1,897,147 05	Surplus of income.	11,651,167 33
Cash in treasury and in hands of agents.	902,615 36	Total.	$117,952,415 47
Sinking fund for redemption of bonds.	404,457 50		
Total.	$117,952,415 47		

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash divdends on stock of original and consolidated companies during the year:

October 15, 1889, 1¼,	$1,077,388 17
January 15, 1890, 2,	1,723,826 20
April 15, 1890, 1¼,	1,077,395 70
July 15, 1890, 1¼,	1,077,398 01
Total,	$4,956,008 14
Amount paid in dividends, cash,	$4,956,008 14
Balance for the year, or surplus,	$1,481,581 52
Surplus at commencement of the year,	10,169,585 81
Total surplus,	$11,651,167 33

WILLIAMSPORT DISTRICT TELEGRAPH AND MESSENGER COMPANY.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President.	James B. Coryell.	Williamsport, Pa.
Vice President.	J. H. B. Reese.	do.
Secretary.	John K. Hays.	do.
Treasurer.	John K. Hays.	do.

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DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
James B. Coryell,	Williamsport, Pa.	A. H. Hellman,	Williamsport, Pa.
J. T. Fredericks,	do.	S. S. Koser,	Williamsport, Pa.
J. H. B. Reese,	do.	E. F. McCarthy,	Auburn, New York.
J. A. Stearns,	do.	G. W. Blanchard,	Brooklyn, New York.
Evan Russell,	do.	J. K. Hays,	Williamsport, Pa.

IMPORTANT CHANGES DURING THE YEAR.

This company was organized for the purpose of delivering messages on contract for the Western Union Telegraph Company, and other outside messages for themselves. The contract with the Western Union Telegraph Company expired December 1, 1889, and this company thereupon ceased doing business, and the stockholders paid into the treasury sufficient cash to pay the debts, which has been done.

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

TITLE.	NAMES.	RESIDENCES.
President,	William Frontz,	Hughesville, Pa.
Vice President,	Samuel Bryan,	do.
Secretary,	C. Wm. Woddrop,	do.
Treasurer,	Peter Reeder,	do.

DIRECTORS.

NAMES.	RESIDENCES.	NAMES.	RESIDENCES.
Jeremiah Kelly,	Hughesville, Pa.	DeWitt Bodine,	Hughesville, Pa.
Benjamin G. Welch,	do.	S. D. Townsend,	do.
J. K. Rishel,	do.	J. S. Bailey,	do.

Date of annual meeting for election of directors: Third Wednesday of May of each year.

By whom owned: Williamsport and North Branch Telephone Company.

By whom operated: Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county, Pa.

Address correspondence relating to this report to Benjamin G. Welch, director, Hughesville, Lycoming county, Pa.

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The lines of this company are leased to the Williamsport and North Branch Railroad Company, which company pays a dividend of 8 per cent. per annum as a rental. Dividend was paid November, 1889, and May, 1890.

Amount paid in dividends, cash, ... $38 00

The above amount of dividends, $38.00, paid to stockholders, other than the lessor, who owns balance of stock.

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TABULATED RESULTS

Compiled from Reports of Railroad Companies.

TABLE A—STOCK AND RATE OF DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Total cash realized on capital stock.	Number of shares issued.	Market price of shares on June 30, 1890.	Amount paid in on each share.	Par value of each share.	Rate per cent. of dividends.
Addison and Pennsylvania,	$700,000 00	$590,500 00	$29,525 00	5,905	. . . .	$5	$100	. . . .
Allegheny Valley,	5,000,000 00	2,166,500 00	2,166,500 00	43,330	$2 00	. .	50	. . . .
Allentown,	2,000,000 00	1,268,884 47	1,268,884 47	22,917	. . .	50	50	.
Arnot and Pine Creek,	255,000 00	255,000 00	255,000 00	2,550	. . .	100	100	5
Allentown Terminal,	450,000 00	450,000 00	450,000 00	9,000	. . . .	50	50	. . . .
Bald Eagle Valley,	2,000,000 00	1,535,000 00	1,535,000 00	. . .	80 00	50	50	10
Baltimore and Cumberland Valley,	76,700 00	76,700 00	76,700 00	1,534	.	50	50	. . . .
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	270,000 00	5,400	. . .	50	50	7
Baltimore and Harrisburg,	720,000 00	720,000 00	720,000 00	14,400	. .	50	50	5
Baltimore and Harrisburg, Western Extension,	250,000 00	240,000 00	. . . . .	. .	. . . .	.	. . . .	. . . .
Baltimore and Philadelphia,	5,000,000 00	4,996,850 00	4,996,850 00	99,937	. . . .	50	50	. . . .
Bangor and Portland,	325,100 00	121,100 00	121,100 00	1,211	100 00	100	100	6
Barclay Coal Company's Railroad,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	10 00	50	50	. . . .
Bedford and Bridgeport,	600,000 00	599,650 00	599,650 00	11,993	. . . .	50	50	. . .
Beech Creek,	5,000,000 00	5,000,000 00	5,000,000 00	100,000	. . . .	50	50	5
Berlin,	50,000 00	50,000 00	50,000 00	1,000	. . . .	50	50	. . . .
Berlin Branch,	75,000 00	43,195 19	43,195 19	863	1 25	.	50	. . . .
Bradford, Bordell and Kinzua,	250,000 00	500,000 00	250,000 00	4,756	. . .		100	. .
Bradford, Bordell and Smethport,	100,000 00	100,000 00	100,000 00	1,000	. .	100	100	. . .
Bradford, Eldred and Cuba,	500,000 00	480,000 00	480,000 00	4,800	. . . .	100	100	. . .
Bradford, Richburg and Cuba,	100,000 00	31,000 00	31,000 00	310	. . . .	100	100	. . .
Brockport and Shawmut,	50,000 00	22,500 00	22,500 00	225	. .	100	100	. . .
Brockwayville and Punxsutawney,	250,000 00	250,000 00	250,000 00	2,500	1 00	100	100	. . .
Buffalo Run, Bellefonte and Bald Eagle,	600,000 00	428,050 00	428,050 00	8,561	. . .	50	50	. . .
Buffalo, Bradford and Pittsburgh,	2,286,400 00	2,286,400 00	2,286,400 00	22,864	. . . .	100	100	. . . .

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Buffalo, Rochester and Pittsburgh,	12,000,000 00	12,000,000 00	12,000,000 00	120,000	56 00	100	100	. . . .
Cambria and Clearfield,	750,000 00	400,000 00	300,000 00	8,000	. . . .	. . .	50	.
Catawissa,	. . . . .	4,359,500 00	4,359,500 00	87,190	. . .	50	50	7
Catasauqua and Fogelsville,	426,900 00	426,900 00	426,900 00	17,076	25 00	25	25	10
Central Pennsylvania,	500,000 00	13,300 00	13,300 00	266	50 00	50	50	.
Chartiers,	800,000 00	645,300 00	645,300 00	12,906	50 00	50	50	5
Cherry Grove,	50,000 00	10,000 00	10,000 00	1,000	. . . .	10	50	. . . .
Chester and Delaware River,	40,000 00	39,550 00	39,550 00	790	. . .	50	50	. . .
Chester Creek,	272,100 00	272,100 00	272,100 00	5,442	55 00	50	50	6
Chestnut Hill,	120,650 00	120,650 00	120,650 00	2,413	125 00	50	50	12
Clermont and Bradford,	. . . . .	3,125 00	3,125 00	625	. . .	5	50	. . . .
Cleveland and Pittsburgh,	11,253,500 00	11,247,057 26	11,247,057 26	. . . . .	156 00	50	50	7 & 10
Colebrookdale,	300,000 00	297,215 00	297,215 00	5,922	. . . .	50	50	.
Columbia and Port Deposit,	1,800,000 00	497,100 00	497,100 00	9,942	. . . .	50	50	. . .
Connecting,	1,900,000 00	1,278,300 00	1,278,300 00	25,566	. . . .	50	50	6
Corning, Cowanesque and Antrim,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	. . .	50	50	.
Cornwall,	400,000 00	400,000 00	400,000 00	4,000	50 00	100	100	6 & 12
Cornwall and Lebanon,	600,000 00	600,000 00	600,000 00	6,000	.	100	100	4
Coudersport and Port Allegheny,	150,000 00	150,000 00	150,000 00	1,500	100 00	100	100	6
Coudersport, Hornellsville and Lackawanna,	220,000 00	220,000 00	44,000 00	4,400	. . . .	10	50	. . . .
Coudersport and Pine Creek,	200,000 00	50,000 00	50,000 00	500	. . . .	100	100	. . . .
Coudersport and West Branch,	850,000 00	88,500 00	88,500 00	8,500	. . . .	10	50	. . . .
Coal Glen,	50,000 00	1,000 00	1,000 00	100	. . . .	10	50	. . . .
Confluence and Oakland,	200,000 00	200,000 00	200,000 00	4,000	. . . .	50	50	. .
Cumberland Valley,	2,000,000 00	1,777,850 00	1,777,850 00	35,557	. . . .	50	50	8
Danville and Riverside,	50,000 00	. .	3,790 00	. . . . .	. . . .	. . .	25	. . . .
Danville and Shamokin,	500,000 00	26,710 00	26,710 00	. . . . .	. . .	. . .	50	. . .
Delaware and Hudson Canal Company's Railroad,	30,000,000 00	24,500,000 00	24,500,000 00	24,500	169 00	100	100	7
Delaware, Lackawanna and Western,	. . . . .	26,200,000 00	26,200,000 00	524,000	145 16	50	50	7
Delaware River and Lancaster,	1,600,000 00	235,000 00	235,000 00	4,700	. .	50	50	. . .
Delaware, Susquehanna and Schuylkill,	400,000 00	76,000 00	76,000 00	5,120	50 00	. . .	50	. . . .
Dillsburg and Mechanicsburg,	400,000 00	89,800 00	89,800 00	1,796	. . . .	50	50	. . .
Downingtown and Lancaster,	500,000 00	300,000 00	300,000 00	1,000	. . .	50	50	. . .
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000 00	1,300,000 00	1,300,000 00	1,300	. . . .	100	100	. . .
East Broad Top,	1,000,000 00	815,589 43	815,589 43	16,303	. . . .	50	50	. . .
Eastern Heights,	1,800,000 00	15,000 00	1,500 00	300	. . . .	50	50	. . . .
East Mahanoy,	500,000 00	497,750 00	497,750 00	9,955	. . .	50	50	6
East Pennsylvania,	. . . . .	1,730,450 00	1,730,450 00	34,609	. . .	50	50	6
Ebensburg and Cresson,	100,000 00	42,000 00	42,000 00	840	. . .	50	50	. . .
Edgewood,	15,000 00	15,000 00	15,000 00	300	. . .	50	50	. .
Elmira and Williamsport,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	59 00	50	50	5 & 7
Erie and Pittsburgh,	2,500,000 00	1,998,400 00	1,998,400 00	39,968	. . . .	50	50	7
Erie and Wyoming Valley,	3,000,000 00	1,500,000 00	1,500,000 00	30,000	. .	50	50	. . .

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Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	50,000,000 00	500,000	. . . .	100	100	5 & 10
Lancaster and Reading Narrow Gauge,	500,000 00	123,750 00	82,720 00	1,700	. . . .	50	50	. . . .
Lebanon and Reading,	300,000 00	30,000 00	30,000 00	6,000	. . . .	10	50	. . . .
Lehigh and Lackawanna,	1,000,000 00	370,500 00	370,500 00	7,410	. . . .	50	50	. . . .
Lehigh Valley,	. . . . .	40,441,310 00	40,441,100 00	808,822	52 37	50	50	5 & 10
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	24,000	. . . .	50	50	. . . .
Ligonier Valley,	160,000 00	160,000 00	10,000 00	200	. . . .	50	50	5
Little Saw-Mill Run,	250,000 00	144,375 00	144,375 00	3,775	50 00	. .	50	. . . .
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	2,487,850 00	49,757	70 00	. .	50	8
Littlestown,	34,850 00	34,850 00	34,850 00	697	. . .	50	50	. . . .
Loyalsock,	300,000 00	154,194 22	154,194 22	. . . . .	. . . .	. .	. .	. . . .
Lykens Valley,	800,000 00	600,000 00	600,000 00	30,000	. . . .	20	20	10
McKeesport,	250,000 00	. . . .	20,000 00	4,000	. . . .	50	50	. . .
McKeesport and Bessemer,	40,000 00	22,000 00	2,200 00	. . . . .	5 00	. . .	50	. . .
McKeesport Connecting,	40,000 00	31,100 00	800 00	. . . . .	. . . .	. . .	100	. . .
Martin's Creek,	40,000 00	30,000 00	30,000 00	. . . . .	. . . .	. .	100	. . .
McKeesport and Belle Vernon,	700,000 00	700,000 00	700,000 00	14,000	. . . .	50	50	. . . .
Meadville and Linesville,	200,000 00	. . . . .	200,000 00	4,000	. . .	50	50	. . .
Middletown and Hummelstown,	100,000 00	60,010 00	60,010 00	. . . . .	. . . .	. .	50	. . . .
Mifflin and Centre County,	1,000,000 00	167,775 00	167,775 00	3,355½	. . . .	50	50	. . . .
Mill Creek and Mine Hill Navigation,	323,375 00	323,375 00	323,375 00	12,935	40 00	25	25	10
Mine Hill and Schuylkill Haven,	. . . . .	4,081,900 00	4,081,900 00	81,638	70 00	50	50	7½
Mineral Ridge,	100,000 00	8,000 00	800 00	160	. . . .	5	50	. . .
Monongahela Connecting,	500,000 00	445,000 00	445,000 00	4,450	. . . .	100	100	30
Mont Alto,	500,000 00	110,000 00	110,000 00	4,400	. . .	25	25	. . . .
Montour,	100,000 00	100,000 00	100,000 00	2,000	. . .	50	50	. . .
Montrose,	500,000 00	304,900 00	304,900 00	6,098	. . .	50	50	2
Mount Carbon and Port Carbon,	282,350 00	282,350 00	282,350 00	5,647	. . . .	50	50	12
Mount Pleasant and Broad Ford,	1,000,000 00	150,500 00	150,500 00	3,010	. . .	50	50	. .
Mount Pleasant and Latrobe,	130,000 00	65,000 00	6,500 00	1,300	. . .	. .	50	. . . .
Mount Penn Gravity,	100,000 00	100,000 00	100,000 00	2,000	. . . .	50	50	. . . .
Noscopeck,	1,350,000 00	259,000 00	259,000 00	5,180	. . . .	50	50	. . .
Nesquehoning Valley,	2,000,000 00	1,412,500 00	1,412,500 00	28,250	. . . .	50	50	5
Neversink Mountain,	100,000 00	64,450 00	64,450 00	1,289	50 00	50	50	. . . .
New Castle and Beaver Valley,	700,000 00	700,000 00	700,000 00	14,000	. . . .	50	50	10
New Castle and Butler,	20,000 00	20,000 00	20,000 00	400	. . . .	50	50	. . . .
New Castle and Shenango Valley,	300,000 00	292,250 00	292,250 00	5,845	. . . .	50	50	. . . .
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	64 00	100	100	. . . .
New York, Lackawanna and Western,	60,000 00	12,000 00	12,000 00	240	. . . .	50	50	. . . .
New York, Lake Erie and Western,	86,536,900 00	85,936,800 00	85,936,800 00	859,368	. . . .	100	100	. . . .
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	500,000 00	5,000	. . . .	100	100	. . . .
New York and Northern Pennsylvania,	180,000 00	50,000 00	50,000 00	1,000	. . . .	. .	100	. . . .
New York, Pennsylvania and Ohio,	45,000,000 00	44,999,350 00	44,999,350 00	899,987	. . . .	50	50	. . . .

Philadelphia and Erie,	12,400,000 00	10,375,000 00	10,375,000 00	207,500	35 00	50	50	. . . .
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	. . . .	50	50	. . .
Philadelphia, Germantown and Norristown,	2,500,000 00	2,246,900 00	2,246,900 00	44,933	129 00	50	50	12
Philadelphia, and Lehigh Valley,	2,000,000 00	40,000 00	40,000 00	4,000	.		50	. .
Philadelphia, Newtown and New York,	3,000,000 00	1,200,000 00	1,200,000 00	24,000	. . . .	50	50	. . . .
Philadelphia and Reading,	. . . . .	39,480,361 78	39,480,361 78	789,607	. . . .	50	50	. . .
Philadelphia and Reading Terminal,	300,000 00	30,000 00	30,000 00	6,000	.	50	50	. . .
Philadelphia and Trenton,	2,000,000 00	1,259,100 00	1,259,100 00	12,591	228 00	100	100	10
Philadelphia, Wilmington and Baltimore,	. . . .	11,819,350 00	11,819,350 00	236,387	63 00	50	50	6
Pickering Valley,	100,000 00	95,655 00	95,655 00	1,846	. . .	50	50	. . . .
Pine Creek,	4,000,000 00	1,000,000 00	1,000,000 00	20,000	. . . .	50	50	. . . .
Pittsburgh and Castle Shannon,	481,400 00	481,400 00	481,400 00	9,628	5 00	50	50	. . . .
Pittsburgh, Chartiers and Youghiogheny,	600,000 00	593,600 00	593,600 00	11,872	15 00	50	50	. . .
Pittsburgh, Cincinnati and St. Louis,	13,500,000 00	8,437,200 00	8,437,200 00	168,744	37 50	50	50	. . . .
Pittsburgh and Connellsville,	5,000,000 00	1,944,400 00	1,944,400 00	38,888	. . .	50	50	. . . .
Pittsburgh, Butler and Shenango,	500,000 00	500,000 00	500,000 00	10,000	. . . .	50	50	. . . .
Pittsburgh, Fort Wayne and Chicago,	32,090,785 71	32,090,785 71	32,090,785 71	320,907	150 00	100	100	4
Pittsburgh Junction,	1,440,000 00	1,440,000 00	1,440,000 00	28,800	37 50	50	50	7
Pittsburgh and Lake Erie,	4,000,000 00	3,075,000 00	3,075,000 00	61,500	. . .	50	50	6
Pittsburgh and Mansfield,	50,000 00	25,200 00	25,200 00	504	. . . .	50	50	. . . .
Pittsburgh, McKeesport and Youghiogheny,	4,000,000 00	3,259,650 00	3,259,650 00	65,193	. . . .	50	50	6
Pittsburgh and Northern,	150,000 00	150,000 00	150,000 00	3,000	.	50	50	. . . .
Pittsburgh, Virginia and Charleston,	2,300,000 00	1,906,750 00	1,906,750 00	38,135	43 00	50	50	6
Pittsburgh, Shenango and Lake Erie,	2,900,000 00	2,150,000 00	2,150,000 00	43,000	. . .	50	50	.
Pittsburgh and Western,	12,000,000 00	12,000,000 00	12,000,000 00	240,000	. . .	50	50	. . . .
Pittsburgh, Youngstown and Ashtabula,	2,000,000 00	1,333,341 58	3,033,341 58	. . . .	. . .	.	50	7
Plymouth,	30,000 00	12,050 00	12,050 00	241	. . . .	50	50	. . . .
Point Breeze,	18,000 00	7,200 00	7,200 00	360	. . . .	20	50	. .
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	10,000	. . .	50	50	. . .
Reading and Columbia,	. . . .	958,268 09	958,268 09	19,144	. . . .	50	50	. . . .
Reading, Marietta and Hanover,	250,000 00	250,000 00	250,000 00	5,000	. . . .	50	50	. . .
Rew City and Eldred,	150,000 00	111,000 00	111,000 00	1,110	. . . .	100	100	. . .
Ridgway and Clearfield,	1,000,000 00	491,000 00	491,000 00	9,820	. . . .	50	50	6
River Front,	216,000 00	216,000 00	216,000 00	4,320	. .	50	50	5
Rupert and Bloomsburg,	50,000 00	50,000 00	50,000 00	1,000	. .	50	50	. . . .
Salisbury,	200,000 00	118,029 50	118,029 50	2,356	. . .	50	50	. . .
Schuylkill and Lehigh,	50,000 00	50,000 00	50,000 00	1,000	. .	50	50	. . .
Schuylkill River, East Side,	4,500,000 00	4,500,000 00	4,500,000 00	90,000 00	. . .	50	50	. . . .
Schuylkill River West Side,	120,000 00	1,500 00	1,500 00	300	. . . .	50	50	. . . .
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	576,050 00	11,521	. . .	50	50	5
Shamokin, Sunbury and Lewisburg,	2,000,000 00	2,000,000 00	2,000,000 00	40,000	. .	50	50	. . . .
Shamokin Valley and Pottsville,	1,500,000 00	869,450 00	869,450 00	17,389	55 00	50	50	6
Sharon,	500,000 00	438,300 00	438,300 00	. . . . .	50 00	. . .	50	6

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Tioga,	. . . . .	580,900 00	580,900 00	11,618	. . . .	50	50	. . . .
Tionesta Valley,	100,000 00	100,000 00	100,000 00	2,000	. . . .	50	50	. . . .
Tipton,	50,000 00	43,250 00	43,250 00	865	. . . .	50	50	. . . .
Tresckow,	250,000 00	130,000 00	130,000 00	2,600	. . . .	50	50	. . . .
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	20,000	. . . .	50	50	5
Trenton Cut-off,	1,000,000 00	100,000 00	10,000 00	. . . .	. . . .	. .	50	. . . .
Trout Run,	25,000 00	25,000 00	25,000 00	. . . .	. . . .	. .	25	. . . .
Turtle Creek Valley,	250,000 00	100,000 00	100,000 00	5,000	. . . .	50	50	. . . .
Union,	50,000 00	25,000 00	2,500 00	500	. . . .	50	50	. . . .
Ursina and North Fork,	20,000 00	20,000 00	20,000 00	. . . .	. . . .	. .	50	. . . .
Warren and Farnesworth,	75,000 00	75,000 00	75,000 00	1,500	. . . .	50	50	2
Waynesburg and Washington,	270,000 00	101,854 97	101,854 97	1,962	. . . .	50	50	. . . .
West Chester,	165,000 00	165,000 00	165,000 00	3,300	. . . .	50	50	5
West Chester and Phoenixville,	600,000 00	12,750 00	12,750 00	2,550 00	. . . .	50	50	. . . .
Western Maryland,	1,324,000 00	1,008,700 00	1,008,700 00	. . . .	. . . .		50	. . . .
Western Pennsylvania,	4,000,000 00	1,775,000 00	1,775,000 00	35,500	. . . .	50	50	6
Western New York and Pennsylvania,	30,000,000 00	30,000,000 00	30,000,000 00	300,000	10 50	100	100	. . . .
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	110,000	. . . .	50	50	. . . .
Wilcox,	50,000 00	25,000 00	25,000 00	1,000	. . . .	25	50	. . . .
Wilkes-Barre and Scranton,	500,000 00	500,000 00	500,000 00	1,000	. . . .	50	50	5
Wilkes-Barre and Harvey's Lake,	150,000 00	150,000 00	150,000 00	3,000	. . . .	50	50	. . . .
Wilkes-Barre and Western,	1,000,000 00	455,000 00	455,000 00	. . . .	50 00	50	50	. . . .
Wilkes-Barre and Williamsport,	1,600,000 00	. . . .	. . . .	. . . .	. . . .	. .	100	. . . .
Williamsport and Clearfield,	1,500,000 00	4,500 00	4,500 00	90	. . . .	50	50	. . . .
Williamsport Junction,	175,000 00	. . . .	. . . .	. . . .	. . . .	. .	. . . .	. . . .
Wiliamsport and North Branch,	50,000 00	749,200 00	749,200 00	14,984	. . . .	50	50	. . . .
Wilmington and Northern,	1,500,000 00	1,278,050 00	1,278,050 00	25,561	. . . .	50	50	. . . .
Wind Gap and Delaware,	300,000 00	50,000 00	50,000 00	2,000	. . . .	25	50	. . . .
York and Peach Bottom,	250,000 00	246,350 00	125,000 00	5,177	3 00	50	50	. . . .
Youghiogheny and Elizabeth,	50,000 00	. . . .	5,000 00	. . . .	. . . .		50	. . . .
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	8,000	. . . .	50	50	11½
Youghiogheny Southern,	200,000 00	180,000 00	. . . .	. . . .	. . . .	. .	50	. . . .
Youghiogheny Connecting,	50,000 00	10,000 00	10,000 00	200	. . . .	50	50	. . . .
Total,	$902,959,510 71	$801,400,126 72	$799,987 217 65	12,520,947½	. . .	. .	. .	. . . .

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TABLE B—DEBT AND RATE OF INTEREST.

NAME OF COMPANY.	Total amount now of funded debt.	Total amount now of current liabilities.	Total amount now of funded debt and current liabilities.	Rate per cent. per annum of interest.
Addison and Pennsylvania,	$487,939 37	$256,725 23	$744,664 60	5 and 6
Allegheny Valley,	25,928,600 00	7,308,059 48	33,236,659 48	5 and 7 3/10
Allentown,	. . . . .	12,745 37	12,745 37	. . . . .
Arnot and Pine Creek,	. . . . .	3,350 74	3,350 74	. . . . .
Allentown Terminal,	450,000 00	3,674 71	453,674 71	4
Bald Eagle Valley,	360,000 00	10,119 67	370,119 67	6
Baltimore and Cumberland Valley,	72,800 00	. . . . .	72,800 00	6
Baltimore and Cumberland Valley Extension,	230,000 00	. . . . .	230,000 00	6
Baltimore and Harrisburg,	690,000 00	71,347 50	761,347 50	5 and 6
Baltimore and Harrisburg Western Extension,	240,000 00	. . . . .	240,000 00	5
Baltimore and Philadelphia,	4,840,000 00	1,746,919 73	6,586,919 73	4½
Bangor and Portland,	318,900 00	. . . . .	318,900 00	6
Barclay Coal Company's Railroad,	76,000 00	1,478 00	77,478 00	5
Bedford and Bridgeport,	6,600,000 00	731,500 00	7,331,500 00	3 and 7
Beech Creek,	5,000,000,00	505,980 21	5,505,980 21	4
Berlin,	. . . . .	48,156 65	48,156 65	. . . . .
Berlin Branch,	42,900 00	8,343 58	51,243 58	6
Bradford, Bordell and Kinzua,	498,000 00	196,662 56	694,662 56	6
Bradford, Bordell and Smethport,	. . . . .	3,686 84	3,686 84	. . . . .
Bradford, Eldred and Cuba,	560,000 00	391,003 62	951,003 62	6
Bradford, Richburg and Cuba,	. . . . .	156,369 50	156,369 50	. . . . .
Buffalo Run, Bellefonte and Bald Eagle,	364,000 00	50,857 95	414,857 95	6
Buffalo, Bradford and Pittsburgh,	580,000 00	226,606 74	806,606 74	7
Buffalo, Rochester and Pittsburgh,	8,657,140 00	487,931 38	9,145,071 38	5, 6 and 7
Cambria and Clearfield,	. . . . .	213,015 95	213,015 95	. . . . .
Catawissa,	1,617,000 00		1,617,000 00	5, 6 and 7
Catasauqua and Fogelsville,	135,000 00	31,284 53	166,284 53	5
Charters,	500,000 00	5,355 00	505,355 00	7
Chester and Delaware River,	12,300 00	200,131 84	212,431 84	. .

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Chester Creek,	185,000 00	11,745 00	196,745 00	6
Confluence and Oakland,	200,000 00	. . . . .	200,000 00	. . . . .
Cleveland and Pittsburgh,	6,501,343 63	168,285 00	6,669,628 63	6 and 7
Colebrookdale,	600,000 00	266,325 89	866,325 89	6
Columbia and Port Deposit,	1,882,000 00	1,064,140 00	2,946,140 00	7
Connecting,	991,000 00	929,758 29	1,920,758 29	6
Corning, Cowanesque and Antrim,	1,250,000 00	. . . . .	1,250,000 00	6
Cornwall,	. . . . .	67,000 00	67,000 00	. . . . .
Cornwall and Lebanon,	610,000 00	225,581 71	835,581 71	5
Coudersport and Port Allegany,	75,000 00	. . . . .	75,000 00	6
Cumberland Valley,	270,500 00	222,871 86	493,371 86	8
Danville and Riverside,	. . . . .	468 23	468 23	. . . . .
Delaware and Hudson Canal Company's Railroad,	15,378,000 00	. . . . .	15,378,000 00	7
Delaware, Lackawanna and Western,	3,667,000 00	8,130,644 05	11,797,644 05	7
Delaware River and Lancaster,	2,000,000 00	4,890 68	2,004,890 68	6
Delaware, Susquehanna and Schuylkill,	. . . . .	97,097 51	97,097 51	. . . . .
Dillsburg, and Mechanicsburg,	100,000 00	9,171 50	109,171 50	6
Downingtown and Lancaster,	283,700 00	207,853 29	491,553 29	4
Dunkirk, Allegheny Valley and Pittsburgh,	2,900,000 00	251,619 93	3,151,619 93	7
East Broad Top,	543,088 88	140,758 01	683,846 89	4 and 6
East Mahanoy,	. . . . .	16,927 08	16,927 08	. . . . .
East Pennsylvania,	495,000 00	. . . . .	495,000 00	4
Ebensburg and Cresson,	80,000 00	. . . . .	80,000 00	6
Edgewood,	. . . . .	19,532 64	19,532 64	. . . . .
Elmira and Williamsport,	1,570,000 00	95 00	1,570,095 00	5 and 6
Erie and Pittsburgh,	3,262,000 00	41,381 84	3,303,381 84	7
Erie and Wyoming Valley,	3,000,000 00	788,546 05	3,788,546 05	6
Fall Creek,	. . . . .	1,078 65	1,078 65	. . . . .
Frankford and Holmesburg,	50,000 00	95,472 81	145,472 81	7
Frankford Creek,	. . . . .	5,657 17	5,657 17	. . . . .
Gettysburg and Harrisburg,	280,000 00	108,330 80	388,330 80	6
Greenlick Narrow Gauge,	. . . . .	8,333 52	8,333 52	. . . . .
Hannover and York,	191,100 00	53,948 37	245,048 37	5
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	60,474 75	760,474 75	4
Harrisburg and Potomac,	520,200 00	469,583 39	989,783 39	6 and 7
Harrisburg Terminal,	. . . . .	64,866 18	64,866 18	. . . . .
Huntingdon and Broad Top Mountain,	2,280,500 00	. . . . .	2,280,500 00	5 and 7
Ironton,	. . . . .	5,709 36	5,709 36	. . . . .
Jamestown and Franklin,	798,000 00	1,230,144 94	2,028,144 94	7
Jefferson,	3,100,000 00	1,376,727 45	4,476,727 45	4½, 5 and 6
Johnsonburg and Bradford,	. . . . .	25,224 55	25,224 55	. . . . .
Johnsonburg,	200,000 00	25,051 03	225,051 03	6
Junction,	725,000 00	11,747 19	736,747 19	4½ and 6

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Nittany Valley,	75,000 00	14,687 59	89,687 59	6
Northern Central,	14,476,000 00	1,279,696 39	15,755,696 39	4½, 5 and 6
North-East Pennsylvania,	400,000 00	362,575 80	762,575 80	7
North Pennsylvania,	7,200,000 00	340,296 54	7,540,296 54	6 and 7
North and West Branch,	1,500,000 00	1,198 50	1,501,198 50	6
Ohio and Baltimore Short Line,	500,000 00	894,789 25	1,394,789 25	5
Ontario, Carbondale and Scranton,	1,500,00, 00	36,851 83	1,536,851 83	5
Pennsylvania, Lehigh and Easton,	. . . . .	11,193 96	11,193 96	6
Perry County,	50,000 00	9,250 00	59,250·00	6
Pennsylvania,	78,006,782 55	22,163,743 74	100,170,526 29	4½, 5 and 6
Pennsylvania Company,	23,200,000 00	3,810,159 28	27,010,159 28	4½ and 6
Pennsylvania and New York Canal and Railroad,	10,000,000,00	16,000.00	10,016,000 00	4, 5 and 7
Pennsylvania, Poughkeepsie and Boston,	2,030,888 08	539,116 50	2,570,004 58	6
Pennsylvania, Schuylkill Valley,	6,700,000 00	989,699 68	7,689,699 68	5
Pennsylvania and North-Western,	1,660,000 00	87,129,27	1,747,129 27	5, 6 and 7
People's,	15,000 00	22,260 59	37,260 59	6
Perkiomen,	1,924,600 00	990,927 39	2,915,527 39	5
Philadelphia and Baltimore Central,	2,100,000 00	9,432 08	2,109,432 08	5 and 7
Philadelphia and Erie,	19,474,000 00	. . . . .	19,474,000 00	4, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	71,800 00	1,071,800 00	4½
Philadelphia and Chester Valley,	380,510 00	404 51	380,914 51	4 and 5
Philadelphia and Delaware County,	250,000 00	232 00	250,232 00	5
Philadelphia, Newtown and New York,	700,000 00	168,416,59	868,416 59	6
Philadelphia and Reading,	145,846,121 52	4,920,382 99	150,766,504 51	4, 4½, 5, 6 & 7
Philadelphia and Reading Terminal,	. . . . .	153,241 93	153,241 93	. . . . .
Philadelphia and Trenton,	. . . . .	1,600,887 07	1,600,88707	. . . . .
Philadelphia, Wilmington and Baltimore,	4,500,000 00	1,303,763 46	5,803,763 46	4, 5 and 6
Pickering Valley,	332,300 00	501,850 61	834,150 61	7
Pine Creek,	3,640,000 00	364,690 51	4,004,690 51	6
Pittsburgh and Castle Shannon,	182,500 00	13,242 51	195,742 51	6
Pittsburgh, Chartiers and Youghiogheny,	627,000 00	142,863 43	769,863 43	6
Pittsburgh, Cincinnati and St. Louis,	12,484,000 00	4,327,885 41	16,811,885 41	5, 6 and 7
Pittsburgh and Connellsville,	20,658 224 00	2,737,332 81	23,395,556 81	5, 6 and 7
Pittsburgh, Butler and Shenango,	. . . . .	25,000 00	25,000 00	. . . . .
Pittsburgh, Fort Wayne and Chicago,	12,410,000 00	693,943 41	13,103,943 41	7
Pittsburgh Junction,	1,440,000 00	383,806 09	1,823,806 09	. . . . .
Pittsburgh and Lake Erie,	3,000,000 00	1,182 396 88	4,182,396 88	5 and 6
Pittsburgh, McKeesport and Youghiogheny,	3,150,000 00	19,834 72	3,169,834 72	6
Pittsburgh and Northern,	. . . . .	46,274 53	46,274 53	. . . . .
Pittsburgh, Virginia and Charleston,	3,000,000 00	611,998 00	3,611,998 00	5
Pittsburgh, Shenango and Lake Erie,	1,457,293 20	293,387 25	1,750,680 45	5 and 6
Pittsburgh and Western,	10,786,046 11	1,658,991 18	12,445,037 29	4, 6 and 7
Pittsburgh, Youngstown and Ashtabula,	3,372,000 00	. . . . .	3,372,000 00	5, 6 and 7

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Tionesta Valley,	. . . . .	79,943 93	79,943 93	. . . . .
Tresckow,	. . . . .	137,378 40	137,378 40	. . . . .
Tyrone and Clearfield,	1,000,000 00	32,370 33	1,032,370 33	5
Trenton Cut-off,	. . . . .	467,063 18	467,063 18	. . . . .
Turtle Creek Valley,	. . . . .	92,987 13	92,987 13	. . . . .
Waynesburg and Washington,	98,900 00	41,126 23	140,026 23	7
West Chester,	75,000 00	28,496 96	103,496 96	5
Western Maryland,	4,801,960 00	655,883 62	5,457,843 62	3¼, 4 and 6
Western Pennsylvania,	4,225,000 00	67,090 24	4,292,090 24	4 and 6
Western New York and Pennsylvania,	30,894,392 69	697,895 22	31,592,287 91	5 and 7
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	. . . . .	5,500,000 00	5
Wilkes-Barre and Scranton,	500,000 00	. . . . .	500,000 00	4½
Wilkes-Barre and Harvey's Lake,	. . . . .	102,056 64	102,056 64	. . . . .
Wilkes-Barre and Western,	396,000 00	. . . . .	396,000 00	5
Williamsport and Clearfield,	230,000 00	. . . . .	230,000 00	6
Williamsport and North Branch,	393,100 00	15,673 87	408,773 8	6
Wilmington and Northern,	500,000 00	136,549 02	636,549 02	5
Wind Gap and Delaware,	. . . . .	110,017 72	110,017 72	. . . . .
York and Peach Bottom,	245,000 00	. . . . .	245,000 00	5
Total,	$880,589,509 72	$103,534,169 58	$984,123,679 30	. . . . .

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Cleveland and Pittsburgh,	14,210,382 40	3,640,697 67	17,851,080 07	328,329 42	71,646 57	18,355 85
Colebrookdale,	672,341 93	. . . . .	672,341 93	312 35	42,824 32	. . . . .
Columbia and Port Deposit,	2,047,853 47	. . . . .	2,047,853 47	3,402 83	51,414 85	. . . . .
Connecting,	3,196,780 84	. . . . .	3,196,780 84	133,286 35	473,597 16	. . . . .
Corning, Cowanesque and Antrim,	3,250,000 00	. . . . .	3,250,000 00	. . . . .	38,235 20	. . . . .
Cornwall,	675,522 34	178,508 35	854,030 69	26,927 17	23,802 76	6,289 93
Cornwall and Lebanon,	1,227,748 01	193,468 32	1,421,216 33	115,442 80	27,814 86	4,380 80
Coudersport and Port Allegany,	202,518 00	40,950 00	243,468 00	75,000 00	13,235 00	4,197 00
Cumberland Valley,	. . . . .	. . . . .	2,019,416 70	23,856 41	. . . . .	. . . . .
Danville and Shamokin,	26,710 00	. . . . .	26,710 00	. . . . .	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	3,962,209 13	1,760,719 59	5,722,928 72	44,945 00	. . . . .	. . . . .
Delaware, Lackawanna and Western,	16,723,288 46	9,975,845 04	26,699,133 50	. . . . .	79,129 78	47,202 82
Delaware, Susquehanna and Schuylkill,	134,999 12	3,596 99	138,596 11	3,596 99	. . . . .	. . . . .
Dillsburg and Mechanicsburg,	203,887 74	. . . . .	203,887 74	. . . . .	26,478 92	. . . . .
Downingtown and Lancaster,	671,388 40	. . . . .	671,388 40	171,388 40	23,884 32	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	4,278,531 67	262,725 00	4,541,256 67	. . . . .	47,224 41	2,899 83
East Broad Top,	937,422 54	188,159 54	1,125,582 08	216 71	31,247 42	6,271 98
East Mahanoy,	497,792 68	. . . . .	497,792 68	18,049 24	21,182 67	. . . . .
East Pennsylvania,	1,905,586 01	. . . . .	1,905,586 01	15,535 93	26,651 55	. . . . .
Edgewood,	19,532 64	2,000 00	21,532 64	. . . . .	. . . . .	. . . . .
Elmira and Williamsport,	2,218,000 00	352,000 00	2,570,000 00	. . . . .	29,377 48	4,662 25
Erie and Pittsburgh,	3,180,937 26	1,895,725 18	5,076,662 44	. . . . .	37,657 59	22,442 59
Erie and Wyoming Valley,	5,337,652 23	111,544 45	5,449,196 68	. . . . .	. . . . .	. . . . .
Fairchance and State Line,	692 16	. . . . .	692 16	. . . . .	. . . . .	. . . . .
Fall's Creek,	26,990 89	229 74	29,290 63	29,290 63	. . . . .	. . . . .
Frankford and Holmesburg,	150,000 00	. . . . .	150,000 00	. . . . .	36,057 69	. . . . .
Frankford Creek,	15,525 17	. . . . .	15,525 17	15,525 17	. . . . .	. . . . .
Gettysburg and Harrisburg,	518,625 27	49,663 64	568,288 91	800 00	21,082 33	2,018 85
Greenlick Narrow Gauge,	37,047 27	. . . . .	37,047 27	. . . . .	. . . . .	. . . . .
Grassy Island,	9,566 72	. . . . .	9,566 72	. . . . .	9,566 72	. . . . .
Hanover and York,	371,826 48	. . . . .	371,826 48	4,127 50	20,236 02	. . . . .
Harrisburg, Portmouth, Mt. Joy and Lancaster,	1,881,210 09	. . . . .	1,881,210 09	. . . . .	35,005 77	. . . . .
Harrisburg and Potomac,	1,213,272 00	33,300 00	1,246,572 00	17,815 49	29,592 02	812 14
Harrisburg Terminal,	74,784 18	. . . . .	74,784 18	. . . . .	. . . . .	. . . . .
Huntingdon and Broad Top Mountain,	. . . . .	. . . . .	5,697,419 17	36,145 38	. . . . .	. . . . .
Ironton,	. . . . .	. . . . .	200,000 00	4,775 04	22,222 22	. . . . .
Jamestown and Franklin,	2,631,864 82	. . . . .	2,631,864 82	. . . . .	51,696 42	. . . . .
Jefferson,	6,572,777 45	. . . . .	6,572,777 45	7,130 03	139,165 31	. . . . .
Johnsonburg,	399,278 34	. . . . .	399,278 34	43,167 86	20,278 22	. . . . .
Johnsonburg and Bradford,	46,224 55	. . . . .	46,224 55	17,410 48	. . . . .	. . . . .
Junction,	1,062,404 40	. . . . .	1,062,404 40	925 90	298,428 20	. . . . .

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Mount Pleasant and Latrobe,	13,030 34	. . . . .	13,030 34	. . . . .	. . . . .	. . . . .
Mount Penn Gravity,	83,035 65	29,652 85	112,688 50	. . . . .	11,101 03	3,964 28
Nescopeck,	460,395 28	. . . . .	460,395 28	. . . . .	38,494 58	. . . . .
Nesquehoning Valley,	1,418,756 35	. . . . .	1,418,756 35	6,118 57	. . . . .	. . . . .
New Castle and Beaver Valley,	877,059 84	. . . . .	877,059 84	. . . . .	58,548 00	. . . . .
New Castle and Shenango Valley,	538,566 62	. . . . .	538,566 62	38,566 62	. . . . .	. . . . .
New York, Chicago and St. Louis,	46,223,476 26	3,616,721,50	49,840,197 76	. . . . .	90,188 63	7,056 74
New York, Lake Erie and Western,	154,510,808 53	6,635,114 90	161,145,923 43	165,395 53	. . . . .	. . . . .
New York, Lake Erie and Western Coal,	2,056,301 81	. . . . .	2,056,301 81	20,181 33	47,776 52	. . . . .
New York and Northern Pennsylvania,	100,000 00	. . . . .	100,000 00	. . . . .	20,000 00	. . . . .
New York, Pennsylvania and Ohio,	157,148,728 07	15,315 66	157,164,043 73	2,225,050 42	. . . . .	. . . . .
New York, Susquehanna and Western,	26,557,057 41	1,940,377 18	28,497,434 59	369,499 67	197,259 58	14.412 67
Nittany Valley,	162,378 49	14,573 83	176,952 32	6,640 86	28,892 97	2,593 21
Northern Central,	14,406,405 34	4,388,564 95	18,794,970 29	138,989 32	. . . . .	. . . . .
North-East Pennsylvania,	418,159 47	. . . . .	418,159 47	111,604 97	40,207 64	. . . . .
North Pennsylvania,	10,232,181 76	1,750,935 65	11,983,117 41	16,959 54	49,864 44	8 532 82
North and West Branch,	3,306,900 20	. . . . .	3,306,900 20	16,420 65	69,153 07	. . . . .
Ohio and Baltimore Short Line,	1,521,613 58	. . . . .	1,521,613 58	26,818 13	187,853 53	. . . . .
Oil City and Ridgway,	71,427 43	. . . . .	71,427 43	. . . . .	11,905 00	. . . . .
Ontario, Carbondale and Scranton,	2,981,384 76	. . . . .	2,981,384 76	. . . . .	. . . . .	. . . . .
Pennsylvania,	60,139,487 50	28,595,800 36	88,735,287 86	4,301,698 12	. . . . .	. . . . .
Pennsylvania Company,	963,430 69	4,800,868 88	5,764,299 57	192,496 90	. . . . .	. . . . .
Pennsylvania, Lehigh and Easton,	188,501 96	. . . . .	188,501 96	11,193 96	. . . . .	. . . . .
Penn Gas Coal Company's,	347,148 62	30,738 62	377,887 24	. . . . .	. . . . .	. . . . .
Pennsylvania and New York Canal and Railroad,	8,052,325 47	. . . . .	8,052,325 47	11,514 84	. . . . .	. . . . .
Pennsylvania, Poughkeepsie and Boston,	3,458,447 13	323,180 20	3,781,627 33	. . . . .	66,152 39	6,181 72
Pennsylvania, Schuylkill Valley,	13,606,966 35	. . . . .	13,606,966 35	185,675 01	. . . . .	. . . . .
Pennsylvania and North Western,	3,249,802 90	191,434 56	3,441,237 46	. . . . .	. . . . .	. . . . .
People's,	93,654 34	27,587 29	121,241 63	. . . . .	. . . . .	. . . . .
Perkiomen,	2,084,959 25	4,257 03	2,089,216 28	421 36	54,154 79	110 57
Perry County,	120,635 00	5,765 00	126,400 00	. . . . .	. . . . .	. . . . .
Philadelphia and Baltimore Central,	3,916,065 08	463,256 46	4,379,321 54	64,558 36	53,150 00	6,287 00
Philadelphia and Delaware County,	500,000 00	. . . . .	500,000 00	. . . . .	. . . . .	. . . . .
Philadelphia and Erie,	26,398,885 98	. . . . .	26,398,885 98	212,722 63	91,662 80	. . . . .
Philadelphia, Germantown and Chesnut Hill,	2,000,000 00	. . . . .	2,000,000 00	. . . . .	. . . . .	. . . . .
Philadelphia, Germantown and Norristown,	1,914,367 52	367,988 09	2,282,355 61	. . . . .	43,982 70	. . . . .
Philadelphia and Chester Valley,	1,086,372 65	. . . . .	1,086,372 65	. . . . .	. . . . .	. . . . .
Philadelphia and Reading Terminal,	183,241 93	. . . . .	183,241 93	92,892 74	. . . . .	. . . . .
Philadelphia, Newtown and New York,	1,900,000 00	. . . . .	1,900,000 00	. . . . .	96,909 00	. . . . .
Philadelphia and Reading,	84,258,210 71	13,867,596 53	98,125,807 24	610,471 70	. . . . .	. . . . .

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1890.	Cost of additions for year ending June 30, 1890.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Philadelphia and Trenton,	$3,448,771 75	. . . . .	$3,448,771 79	$180,061 26	. . . . .	. . . . .
Philadelphia, Wilmington and Baltimore,	14,684,784 71	. . . . .	14,684,784 71	400,595 39	. . . . .	. . . . .
Pickering Valley,	481,399 08	. . . . .	481,399 08	. . . . .	$37,905 44	. . . . .
Pine Creek,	4,637,128 06	. . . . .	4,637,128 06	. . . . .	61,193 69	. . . . .
Pittsburgh and Castle Shannon,	289,998 95	$25,613 43	315,612 38	147,911,39	. . . . .	. . . . .
Pittsburgh, Chartiers and Youghiogheny,	941,907 48	228,838 34	1,170,745 82	38 99	43,405 88	$10,545 54
Pittsburgh, Cincinnati and St. Louis,	17,056,228 86	4,702,632 75	21,758,861 61	338,788 71	79,784 04	21,997 53
Pittsburgh and Connellsville,	14,777,796 80	1,734,714 53	16,512,511 33	88,062 23	100,734 81	11,824 91
Pittsburgh, Butler and Shenango,	537,086 50	. . . . .	537,086 50	34,201 85	26,854 32	. . . . .
Pittsburgh, Fort Wayne and Chicago,	8,354,384 73	35,310,536 42	43,664,921 15	354,464 51	17,775 29	8,557 69
Pittsburgh Junction,	3,115,665 39	18,334 81	3,134,000 20	40,904 68	475,674 11	2,799 21
Pittsburgh and Lake Erie,	5,947,468 99	2,151,518 14	8,098,987 13	541,540 58	83,849 85	30,332 97
Pittsburgh and Mansfield,	2,520 00	. . . . .	2,520 00	. . . . .	504 00	. . . . .
Pittsburgh, McKeesport and Youghiogheny,	6,026,603 21	383,046 79	6,409,650 00	12,500 16	93,017 49	5,893 02
Pittsburgh, Virginia and Charleston,	5,563,069 94	. . . .	5,563,069 94	338,839,86	76,710 83	. . . . .
Pittsburgh, Shenango and Lake Erie,	3,493,515 39	400,899 91	3,894,415 30	14,764 39	40,392 68	6,363 49
Pittsburgh and Western,	656,697 56	1,467,113 70	2,123,811 26	1,517,380 67	. . . . .	. . . . .
Pittsburgh, Youngstown and Ashtabula,	5,825,376,01	305,928 21	6,131,304 22	137,002 02	47,913 93	2,516 27
Pomeroy and Newark,	502,056 25	. . . . .	502,056 25	. . . .	18,803 60	. . . . .
Reading and Columbia,	2,195,347 66	245,241 18	2,440,588 84	5,569 72	31,862 81	3,559 38
Reading, Marietta and Hanover,	332,587 11	. . . . .	332,587 11	. . . . .	48,909 87	. . . . .
Rew City and Eldred,	108,868 17	4,219 23	113,087 40	. . . . .	8,952 97	337 54
Ridgway and Clearfield,	985,469 80	. . . . .	985,469 80	. . . . .	36,190 60	. . . . .
River Front,	632,496 82	. . . . .	632,496 82	65,740 40	163,859 28	. . . . .
Rupert and Bloomsburg,	55,122 82	. . . . .	55,122 82	30,869 94	23,966 44	. . . . .
Salisbury,	256,815 74	9,724 50	266,540 24	2,633 00	21,950 06	831 15
Schuylkill and Lehigh,	1,063,800 32	. . . . .	1,063,800 32	. . . . .	22,255 24	. . . . .
Schuylkill River, East Side,	9,000,000 00	. . . . .	9,000,000 00	. . . . .	. . . . .	. . . . .

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Schuylkill River, West Side,	2,859 10		2,859 10			
Schuylkill Valley Navigation Railroad,	576,840 94		576,840 94		52,440 00	
Shamokin, Sunbury and Lewisburg,	2,973,761 62		2,973,761 62	303,505 76	49,071 97	
Shamokin Valley and Pottsville,	2,876,150 00		2,876,150 00			
Sharon,	602,316 63		602,316 63	6,476 92	25,191 00	
Sharpsville,	423,340 24	26,856 19	450,196 43	946 70	18,790 07	1,192 02
Shade Creeek,	4,580 59	3,050 00	7,630 59			
Shenango Valley,	127,787 33		127,787 33		65,531 96	
Sinnemahoning Valley,	90,000 00		90,000 00		7,358 95	
Slate Run,	75,777 52	10,664 69	86,442 21			
Slatington,	1,729 69		1,729 69	5 34		
Somerset County,			74,300 00			
Somerset and Cambria,	1,334,917 19		1,334,917 19		29,664 83	
South Mountan,	345,125 12	45,639 29	390,764 41		19,410 86	2,566 89
Southern Pennnsytvania,	1,425,000 00		1,425,000 00		66,588 79	
South-West Pennsylvania,	2,300,370 01		2,300,370 01	261,759 34	22,983 01	
State Line,	158,781 12		158,781 12	3,008 41	46,700 33	
State Line and Sullivan,	1,207,851 48	38,500 00	1,246,351 48			
Stewart,	7,114 20		7,114 20			
Stewartstown,	68,899 17	7,168 48	76,067 65			
Stony Creek,	543,707 54	397 34	544,104 88		52,787 14	38 58
Susquehanna and Clearfield,	570,912 55		570,912 55		22,928 25	
Sunbury, Hazleton and Wilkes-Barre,	3,535,109 96		3,535,109 96		81,379 13	
Sunbury and Lewistown,	1,100,000 00		1,100,000 00		25,316 46	
Tioga,			1,474,521 93	675 11		
Tionesta Valley,	160,852 97	76,577 90	237,430 87	21,117 14		
Tipton,	43,250 00		43,250 00		9,740 99	
Treskow,	267,378 40		267,378 40	17,844 55		
Trenton Cut-off,	467,063 18		467,063 18			
Trout Run,	33,575 00	1,665 00	35,240 00			
Turtle Creek Valley,	192,987 13		192,987 13	31,700 21		
Tyrone and Clearfield,	1,959,674 65		1,959,674 65	44,074 75	17,877 70	
Ursina and North Fork,	30,000 00		30,000 00			
Warren and Farnesworth,	124,478 30	45,438 35	169,916 65	7,567 17	11,134 77	
Waynesburg and Washington,	207,722 59	52,233 16	253,955 75		9,021 52	
West Chester,	281,282 71		281,282 71	4,893 21	56,256 54	
West Chester and Phoenixville,	20,222 23		20,222 23	589 99		
Western Maryland,			5,397,354 18			
Western Pennsylvania,	6,318,613 50		6,318,613 50	151,305 28	64,324 68	
Western New York and Pennsylvania,	58,544,963 64	2,955,775 07	61,500,738 71	486,844 72	92,565 00	4,675 00
Wheeling, Pittsburgh and Baltimore,	7,073,028 80		7,073,028 80	25,865 43	107,492 84	
Wilcox,	25,000 00		25,000 00		4,752 85	
Wilkes-Barre and Scranton,	804,322 32		804,322 32	103,219 29		

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TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1890.	Cost of additions for year ending June 30, 1890.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Wilkes-Barre and Harvey's Lake,	$252,056 64	. . . . .	$252,056 64	$43,240 00	. . . . .	. . . . .
Wilkes-Barre and Western,	862,000 00	. . . .	862,000 00	11,000 00	. . . . .	. . . . .
Williamsport and North Branch,	1,121,792 22	$28,700 00	1,150,492 22	10,475 58	$41,547 86	$1,062 96
Wilmington and Northern,	1,955,061 40	313,930 84	2,268,992 24	86,872 09	22,113 61	3,550 85
Wind Gap and Delaware,	160,017 72	. . .	160,017 72	677 43	. .	. . .
York and Peach Bottom,	513,839 25	77,602 13	591,441 38	. . . . .	12,845 98	1,940 05
Youghiogheny Northern,	400,000 00	. . .	400,000 00	. . . . .	. .	. . . .
Total,	$1,099,880,815 63	$178,845,594 07	$1,311,245,952 80	$19,532,673 79	. . . . .	. . . . .

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TABLE D—MILEAGE.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	New line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated, including all additional tracks and sidings.	Miles of iron rail on lines owned and operated, including all additional tracks and sidings.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
Addison and Pennsylvania	41.00		5.05	46.05	35.05	3.00	49.06			35.50	
Allegheny Valley	242.20	18.10		260.30	260.30		401.25	287.12	114.13	252.00	386.00
Allentown	4.50			4.50	4.50		4.80				
Arnot and Pine Creek	11.83			11.83	11.83		14.22		14.22	11.83	11.83
Allentown Terminal	3.39			3.39	3.39						
Bald Eagle Valley	60.65	28.33		88.98	88.98		104.15	89.56	14.59	80.75	87.45
Baltimore and Cumberland Valley	4.55			4.55	4.55		5.78	4.55	1.23		
Baltimore and Cumberland Valley extension	26.52			26.52	26.52		28.76	26.52	2.24		
Baltimore and Harrisburg	58.70	6.00	12.00	76.70	52.60		84.23	49.90	34.33		
Baltimore and Harrisburg Western extension	15.00			15.00	15.00		16.31	15.00	1.31		
Baltimore and Philadelphia	36.08	19.03		55.11	17.07		110.02	87.01	23.01		
Bangor and Portland	27.97	4.54		32.51	32.51		42.51	32.51	10.00	33.00	33.00
Barclay Coal Company's Railroad	16.25			16.25	16.25		18.50	9.00	9.50	16.25	16.25
Bedford and Bridgeport	38.70	10.47		49.17	49.17	3.51	55.20	41.22	13.98	38.70	38.70
Beech Creek	104.27	26.60	16.04	146.91	146.91	8.32	191.38	188.83	2.55	115.00	256.00
Berlin	8.00			8.00	8.00	.03	8.93	.33	8.60		
Berlin Branch	7.40			7.40	7.40						
Bradford	14.00			14.00	14.00		14.00				
Bradford, Bordell and Kinzua	15.00	1.93	45.39	62.32	62.32		70.54	35.73	34.81	62.32	62.32
Bradford, Bordell and Smethport	10.23			10.23	10.23		12.44	10.23	2.21		
Bradford Eldred and Cuba	4.31		29.98	34.29	5.74		34.29	2.10	32.19		
Bradford, Richburg and Cuba	9.36			9.36	5.74		10.27	2.10	7.26		5.74
Brockport and Shawmut	3.00			3.00	3.00		4.00	3.00	1.00		
Brockwayville and Punxsutawney	25.00			25.00	25.00						
Buffalo Run, Bellefonte and Bald Eagle	27.56			27.56	27.56		27.56	27.56			
Buffalo, Bradford and Pittsburgh	26.17			26.17	18.17		42.15	42.15		17.00	17.00
Buffalo, Rochester and Pittsburgh	215.65	11.56	77.25	304.46	122.26	15.83	380.61	342.38	38.23	113.95	155.06
Cambria and Clearfield	9.45	19.64		29.09	29.09	11.75	34.07	34.07		23.06	23.06
Catawissa	94.09			94.09	94.09		145.02				
Catasauqua and Fogelsville	20.00	5.50		25.50	25.50		33.50	10.00	23.50	15.00	30.00
Chartiers	23.48			23.48	23.48		29.20	27.37	1.83	22.08	22.08
Cherry Grove	11.00			11.00	11.00		11.00				
Chester and Delaware River	4.40			4.40	4.40		7.60	.10	7.50		
Chester Creek	6.69			6.69	6.69		9.04	6.69	2.35	6.69	6.69
Chestnut Hill	4.12			4.12	4.12		4.12				
Confluence and Oakland	19.70			19.70	12.80	19.70	21.17	21.17			
Cleveland and Pittsburgh	198.34			198.34	14.93		310.92	270.78	40.14	45.00	45.00
Colebrookdale	12.80			12.80	12.80		15.70	6.20	9.50		
Columbia and Port Deposit	39.83			39.83	28.97	1.38	47.83	39.85	8.00	28.97	57.94

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TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length of miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	New line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated, including all additional tracks and sidings.	Miles of iron rail on lines owned and operated, including all additional tracks and sidings.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
Connecting	6.75			6.75	6.75		42.47	41.29	1.18	6.75	77.86
Corning, Cowanesque and Antrim	92.14			92.14	77.14		135.34	109.34	26.00	38.00	76.00
Cornwall	12.67			12.67	12.67	.38	28.38	21.39	6.99	14.00	14.00
Cornwall and Lebanon	21.66	1.51		23.17	23.17		44.14	44.14		22.00	38.00
Coudersport and Port Allegany	17.00			17.00	17.00		20.00	20.00		17.00	17.00
Cumberland Valley	82.18		63.03	145.21	97.30		195.65	137.27	58.38		
Coudersport and Pine Creek	25.00										
Delaware and Hudson Canal Company's Railroad	38.78		61.38	100.16	82.51	8.39	351.66			132.00	253.00
Delaware, Lackawanna and Western	114.61	96.73	569.55	780.89	217.75	3.99	1,800.93	1,540.50	260.43		162.69
Delaware River and Lancaster	83.00										
Delaware, Susquehanna and Schuylkill	11.16			11.16	11.16		11.16				
Dillsburg and Mechanicsburg	7.70			7.70	7.70		11.33	5.20	6.13		
Downingtown and Lancaster	28.11			28.11	28.11		29.94	17.10	12.84	28.00	28.00
Dunkirk, Allegheny Valley and Pittsburgh	90.06			90.06	48.03		105.00	86.07	18.93	48.03	96.06
East Broad Top	30.00		9.36	39.36	39.36		47.37	39.36	8.01	30.00	30.00
East Mahanoy	14.10			14.10	14.10		23.50	23.50			
East Pennsylvania	54.50			54.50	54.50		71.50	43.70	27.80		
Ebensburg and Cresson	11.00			11.00	11.00		11.00	6.00	5.00		
Edgewood	1.00	.06		1.06	1.06		1.06		1.06		
Elmira and Williamsport	75.05			75.05	69.00		106.20	83.78	22.42	69.00	138.40
Erie and Pittsburgh	81.00		3.47	84.47	84.47		124.28	90.69	33.59	81.00	195.04
Erie and Wyoming Valley	44.00	17.00	1.25	62.25	62.25	2.15	89.25	89.25		45.00	45.00
Fairchance and State Line	9.00			9.00	9.00		9.00				
Falls Creek	3.00			3.00	3.00	1.50	3.00	2.00	1.00		
Fayette County	12.67			12.67	12.67		12.67				
Frankford and Holmesburg	4.16			4.16	4.16		5.43	4.95	.48	4.16	8.32
Frankford Creek	1.25			1.25	1.25	1.25	1.25				
Gettysburg and Harrisburg	21.60	3.00		24.60	24.60		26.00	21.60	4.40	24.60	24.60
Grassy Island	1.00			1.00	1.00		1.00				
Greenlick Narrow Gauge	3.56			3.56	3.56		4.00				
Hanover and York	18.35			18.35	18.35		20.59	18.40	2.19	18.00	20.10
Harrisburg, Portsmouth, Mt. Joy and Lancaster	35.59	18.15		53.74	53.74		126.09	122.27	3.82	28.14	330.92
Harrisburg and Potomac	32.00	4.09		36.09	36.09		40.10		40.10	29.00	29.00
Harrisburg Terminal	8.80			8.80	8.80		8.80				
Huntingdon and Broad Top Mountain	45.00	19.02		64.02	64.02		81.05	51.02	30.03	53.00	58.00
Ironton	9.00			9.00	9.00		12.00	2.75	9.25		
Jamestown and Franklin	50.91	2.53		53.44	53.44		71.12	65.12	6.00		
Jefferson	36.65	10.58		47.23	47.23		101.39	101.39			

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Jones Lake,	1.25			1.25	1.25		1.25				
Johnsonburg and Bradford,	42.00			42.00	42.00		42.00				
Johnsonburg,	19.69			19.69	19.69		24.38	24.38		20.00	20.20
Junction,	3.56			3.56	3.56		9.54	8.76	.78	5.23	19.25
Kendall and Eldred,	18.00			18.00	18.00		18.00				
Kensington and Tacony,	2.28			2.28	2.28		3.54	3.29	.25		
Kinzua,	12.00			12.00	12.00		12.00				
Kinzua Creek and Kane,	12.50			12.50	12.50	3.50	12.50				
Kinzua Valley,	2.00			2.00	2.00		2.00		2.00		
Lake Shore and Michigan Southern,	540.49	546.33	358.54	1,445.36	102.48	57.86	2,373.13	2,049.01	324.12	150.00	220.00
Lancaster and Reading Narrow Gauge,	15.50			15.50	15.50		19.22				
Lehigh and Lackawanna,	25.10	10.84		35.94	35.94		41.01	14.00	27.01		
Lebanon and Reading,	30.00										
Lehigh and Susquehanna,	105.33	90.39	9.66	205.38	205.38		428.75	288.71	140.04		
Lehigh Valley,	101.00	189.90	509.20	800.10	49.68	18.22	1,592.53	1,117.69	191.55	330.00	1,383.00
Lewisburg and Tyrone,	77.50	7.34		84.84	84.84		96.97	48.38	45.59	81.65	85.65
Ligonier Valley,	10.50			10.50	10.50		14.00	14.00		10.50	21.00
Little Saw-Mill Run,	3.00			3.00	3.00		4.05	3.00	1.05		
Little Schuylkill Navigation,	31.10		14.19	45.29	45.29		45.29				
Littlestown,	9.30			9.30	9.30		10.00	4.48	5.52	9.30	9.30
Loyalsock,	15.01			15.01	15.01	4.45	19.32	17.98	1.34		
Lykens Valley,	20.00	.75		20.75	20.75		28.32	19.96	8.36	20.00	20.00
Martin's Creek,	.15			.15	.15		.15	.15			
McKean and Buffalo,	22.15			22.15	22.15		22.15				
McKeesport,	2.00										
McKeesport and Belle Vernon,	28.00			28.00	28.00		28.00	28.00		30.00	60.00
Meadville and Linesville,	20.05			20.05	20.05		23.00	1.00	22.00	20.05	20.05
Middletown and Hummelstown,	6.70			6.70	6.70		6.70				
Mifflin and Centre county,	12.31			12.31	12.31		18.81	9.20	9.61	7.06	7.06
Mill Creek and Mine Hill Navigation,	3.08			3.08	3.08		3.08	3.08			
Mine Hill and Schuylkill Haven,	66.00			66.00	66.00		137.00				
Monongahela Connecting,	.90	2.20		3.10	3.10		4.99				
Mont Alto,	17.89			17.89	17.89		19.89	8.61	11.28	19.25	20.50
Montour,	11.00			11.00	11.00		11.50	11.50			
Montrose,	28.00			28.00	28.00		28.00		28.00		
Mount Carbon and Port Carbon,	2.05			2.05	2.05		18.09	5.02	13.07		
Mount Pleasant and Broad Ford,	9.70			9.70	9.70		12.30	9.90	2.40		
Mount Penn Gravity,	7.48			7.48	7.48	7.72	7.72	7.72			
Nescopeck,	11.96			11.96	11.96		14.24	14.22	.02	12.00	24.00
Nesquehoning Valley,	16.66	1.00		17.66	17.66		30.47	29.47	1.00		
Neversink Mountain,	7.00										
New Castle and Beaver Valley,	14.98			14.98	14.98		24.32	19.24	5.08	44.04	44.04
New Castle and Butler,	2.50			2.50	2.50		2.50	2.00	.50		
New Castle and Shenango Valley,	16.02			16.02	16.02		19.00				
New York, Chicago and St. Louis,	502.56		20.46	523.02	43.98		687.29	687.29		43.98	131.00
New York, Lackawanna and Western,	6.41			6.41	6.41		12.82				
New York, Lake Erie and Western,	446.63	94.65	496.57	1,037.85	125.25		2,110.25	2,110.25		242.25	469.75
New York, Lake Erie and Western Coal,	29.92	22.37		52.29	52.29		87.52	72.62	14.90	48.42	48.42
New York and North Pennsylvania,	5.00			5.00	5.00		5.50				
New York, Pennsylvania and Ohio,	596.50			596.50	100.69		985.14	874.37	90.77	156.00	347.00
New York, Susquehanna and Western,	101.30	33.33	32.65	167.28	15.68		218.27	170.53	47.74		
Nittany Valley,	4.75			4.75	4.75		7.62	7.62			
Northern Central,	136.82	8.59	227.42	372.83	222.51		712.76	581.30	141.08	104.62	316.20
North-East Pennsylvania,	9.50			9.50	9.50		10.40	9.50	.90	9.90	10.00
North Pennsylvania,	162.70	42.50		205.20	205.20		205.20				
North and West branch,	43.13	4.69		47.82	47.82		77.75	72.54	5.21	42.69	130.48
Ohio and Baltimore Short Line,	5.60	2.50		8.10	8.10	1.20	9.10	5.10	4.30		

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TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	New line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated, including all additional tracks and sidings.	Miles of iron rail on lines owned and operated, including all additional tracks and sidings.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wire in Pennsylvania.
Oil City and Ridgway,	6.00			6.00	6.00		6.00				
Olean, Bradford and Warren,	14.00			14.00	14.00		14.00				
Pennsylvania,	331.83	127.10	1,943.13	2,402.06	1,959.54	38.30	4,810.60	4,167.61	642.99	452.22	3,693.20
Pennsylvania Company,			1,363.48								
Pennsylvania, Lehigh and Easton,	106.00										
Penn Gas Coal Company's,	10.00			10.00	10.00		15.00	11.00	4.00	10.00	10.00
Pennsylvania and New York Canal and Railroad,	104.30	31.68		135.98	135.98		135.98			147.00	540.00
Pennsylvania, Poughkeepsie and Boston,	47.68	.80	47.14	95.62	32.54	51.48	103.42	101.02	2.40	24.05	24.05
Pennsylvania, Schuylkill Valley,	101.30	17.61		118.91	118.91		195.59	195.25	.34	118.70	257.50
Pennsylvania and Northwestern,	63.78	7.08		70.86	70.86	4.58	94.33	94.33		62.00	62.00
People's,	4.61			4.61	4.61		4.61	4.61			
Perkiomen,	38.50			38.50	38.50		48.05	31.99	16.06		
Perry County,	11.10			11.10	11.10		11.70	11.70			
Philadelphia and Baltimore Central,	62.62	11.06	6.69	80.37	71.04		110.24	88.65	21.59		
Philadelphia and Delaware County,	22.30										
Philadelphia and Erie,	287.56			287.56	287.56		523.38	479.77	43.61	289.50	1,076.47
Philadelphia, Germantown and Chestnut Hill,	6.75			6.75	6.75		17.01	16.40	.61	6.75	28.45
Philadelphia, Germantown and Norristown,	17.00	3.00		20.00	20.00		20.00				
Philadelphia and Lehigh Valley,	40.00										
Philadelphia and Chester Valley,	21.50			21.50	21.50		24.70	8.10	16.60		
Philadelphia, Newtown and New York,	20.90			20.90	20.90		20.90				
Philadelphia and Reading,	98.40	228.60	516.10	843.10	810.10		1,931.40	1,207.80	723.60	94.30	365.00
Philadelphia and Trenton,	26.50			26.50	26.50		127.05	122.21	4.84	26.42	209.79
Philadelphia, Wilmington and Baltimore,	94.99	38.61	385.36	518.96	90.25		792.71	517.88	274.83	97.55	257.26
Pickering Valley,	11.30			11.30	11.30		12.70	1.00	11.70		
Pine Creek,	74.80			74.80	74.80		74.80	74.80		75.00	150.00
Pittsburgh and Castle Shannon,	6.50			6.50	6.50		9.00	6.00	3.00	6.00	
Pittsburgh, Chartiers and Youghiogheny,	15.02			15.02	15.02		21.07	21.07		16.04	22.00
Pittsburgh, Cincinnati and St. Louis,	189.42	24.36	251.68	465.46	65.51		753.90	649.59	104.31	32.03	231.08
Pittsburgh and Connellsville,	146.70	2.10		148.80	146.50		258.05	228.30	29.75		
Pittsburgh, Butler and Shenango,	19.90			19.90	19.90		22.60	22.30	.30	19.90	19.90
Pittsburgh, Fort Wayne and Chicago,	469.89			469.89	48.74		834.17	785.47	48.70		388.08
Pittsburgh Junction,	4.47	2.08		6.55	6.55		15.33				
Pittsburgh and Lake Erie,	68.00	2.93	92.79	163.72	155.47	28.00	322.66	322.66		62.75	185.25
Pittsburgh, McKeesport and Youghiogheny,	56.95	7.84		64.79	64.79		116.07	116.07		60.00	120.00

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Pittsburgh and Northern,	4.00			4.00	4.00		4.10	4.00	.10		
Pittsburgh, Virginia and Charleston,	53.23	19.29		72.52	72.52		124.02	106.69	17.33	69.79	127.76
Pittsburgh, Shenango and Lake Erie,	50.70	12.30	19.90	82.90	82.90		99.90	60.00	39.90	50.70	65.00
Pittsburgh and Western,	203.20	10.38		213.58	213.58		286.18	286.18			
Pittsburgh, Youngstown and Ashtabula,	121.58			121.58	21.90		167.13	129.33	37.80	21.80	52.90
Plymouth,	9.25			9.25	9.25		9.25				
Pomeroy and Newark,	26.70			26.70	21.66		28.21	5.81	22.40	21.66	21.66
Reading and Columbia,	89.50	13.20	21.60	74.30	74.30		93.40	35.70	57.70		
Reading, Marietta and Hanover,	6.30			6.30	6.30		6.80		6.80		
Rew City and Eldred,	12.16			12.16	12.16		12.99		12.99		
Ridgway and Clearfield,	27.23			27.23	27.23		36.74	35.95	.79	27.23	54.46
River Front,	3.62	.24		3.86	3.86		8.68	8.03	.65		
Rupert and Bloomsburg,	1.60			1.60	1.60		2.30	2.20	.10		
Salisbury,	8.60	3.10		11.70	11.70		19.70	12.30	7.40		
Schuylkill and Lehigh,	44.00			44.00	44.00		47.80	2.00	45.80		
Schuylkill River East Side,	3.60	7.90		11.50	11.50		18.60	18.60			
Shamokin, Sunbury and Lewisburg,	31.10			31.10	31.10		60.60	57.54	3.06		
Shamokin Valley and Pottsville,	27.30	2.48		29.78	29.78		51.53	34.68	16.85	26.78	55.54
Sharon,	16.14			16.14	16.14		23.91	16.14	7.77		
Sharpsville,	17.00	3.53		20.53	20.53		22.53				
Shade Creek,	1.25										
Shenango Valley,	1.95			1.95	1.95		1.95	1.95			
Sinnemahoning Valley,	12.23			12.23	12.23		12.23				
Slate Run,	13.00			13.00	13.00		15.00				
Somerset County,	8.70			8.70	8.70		8.70				
Somerset and Cambria,	45.10			45.10	45.10		53.13	48.93	4.20		
South Mountain,	17.78			17.78	17.78		19.78	10.00	9.78	17.78	26.00
Southern Pennsylvania,	21.40			21.40	21.40		22.78	2.50	20.28		
South-West Pennsylvania,	44.50	55.59		100.09	100.09	10.80	147.76	120.28	27.48	55.65	129.10
State Line,	2.40	1.00		3.40	3.40		5.30	3.50	1.80		
State Line and Sullivan,	25.00			25.00	25.00		25.00	24.00	1.00		
Stewart,	.32			.32	.32		.32	.32			
Stewartstown,	7.02			7.02	7.02		8.07	7.02	1.05		
Stony Creek,	10.30			10.30	10.30		12.94	7.61	5.33		
Strasburg,	4.50			4.50	4.50		4.50				
Susquehanna and Clearfield,	22.78	2.11		24.89	24.89		27.85	27.85		22.50	22.50
Sunbury, Hazleton and Wilkes-Barre,	43.44			43.44	43.44		55.09	48.67	6.42	43.23	255.33
Sunbury and Lewistown,	43.45			43.45	43.45		49.44	43.83	5.61	49.49	49.49
Tioga,	42.82	3.56	18.33	64.71	58.22		90.98	52.13	38.85		
Tionesta Valley,	13.00	7.00	20.00	40.00	40.00	2.00	44.00	26.00	18.00		
Tipton,	4.44			4.44	4.44		5.78	5.59	.19		
Tresckow,	7.56			7.56	7.56		12.50	9.50	3.00		
Tyrone and Clearfield,	47.10	61.95		109.05	109.05	3.95	149.94	135.39	14.55	49.74	55.44
Trenton Cut-off,	15.00										
Trout Run,	14.00			14.00	14.00		14.00	14.00			
Turtle Creek Valley,	25.00										
Ursina and North Fork,	4.00			4.00	4.00		4.00				
West Chester and Phœnixville,	14.00										
Warren and Farnesworth,	10.05	5.21		15.26	15.26		16.54				
Waynesburg and Washington,	28.15			28.15	28.15	.22	29.83	24.15	5.68		
West Chester,	5.00			5.00	5.00		6.41	6.41		5.00	10.00
Western Maryland,	90.00		34.10	124.10	81.57		151.43	124.10	27.33		
Western Pennsylvania,	70.63	27.60		98.23	98.23		182.50	144.60	37.90	99.23	215.81
Western New York and Pennsylvania,	400.54	25.20	213.12	638.86	312.25		832.80				
Wheeling, Pittsburgh and Baltimore,	61.80		4.00	65.80	54.30	3.00	85.80	72.00	13.80		
Wilcox,	5.26			5.26	5.26		5.30	4.37	.93		
Wilkes-Barre and Scranton,	3.87			3.87	3.87		9.09	9.09			

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TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	New line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Miles of steel rail on lines owned and operated, including all additional tracks and sidings.	Miles of iron rail on lines owned and operated, including all additional tracks and sidings.	Length of telegraph lines in Pennsylvania.	Number of miles of telegraph wires in Pennsylvania.
Wilkes-Barre and Harvey's Lake,	13.45	.....	.....	13.45	13.45	1.16	16.11	14.30	1.81	.....	.....
Wilkes-Barre and Western,	25.00	.....	.....	25.00	25.00	.....	25.00	.....	.....	.....	.....
Williamsport and North Branch,	27.00	.....	.....	27.00	27.00	.....	31.30	27.00	4.30	.....	.....
Wilmington and Northern,	71.50	16.91	3.89	92.30	68.29	1.10	115.34	84.13	31.21	66.02	115.06
Wind Gap and Delaware,	10.84	.....	.....	10.84	10.84	.....	10.84	.....	.....	.....	.....
York and Peach Bottom,	40.00	.....	.....	40.00	40.00	.....	43.90	40.00	3.90	.....	.....
Youghiogheny and Elizabeth,	1.00	.....	.....	1.00	1.00	.....	1.00	.....	.....	.....	.....
Youghiogheny Northern,	2.23	.....	.....	2.23	2.23	.....	2.23	2.23	.....	.....	.....
Totals,	10,875.45	2,165.15	7,508.75	18,810.32	11,775.46	313.72	31,408.26	24,089.14	4,669.88	5,239.22	15,089.27

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TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

Name of Company.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed including officials.	Total yearly compensation of persons employed, including officials.
Addison and Pennsylvania,	6	7	55	2		64		138	$40,500 00
Allegheny Valley,	70	56	2,777	84		2,917		1,898	973,192 27
Allentown,								4	240 00
Bald Eagle Valley,								3	600 00
Baltimore and Harrisburg,	13	10	87	42		139		194	66,456 60
Baltimore and Philadelphia,	4	5	29			34			
Bangor and Portland,	5	10	15	28		53		119	31,210 77
Barclay Coal Company's Railroad,	4	3		4		7		58	24,489 09
Bedford and Bridgeport,								3	
Beech Creek,	25	10	576	70		656	770	702	328,780 66
Berlin,								11	
Bradford, Bordell and Kinzua,	9	10	151	1		162		98	62,236 99
Bradford, Bordell and Smethport,	1	2				2			
Bradford, Eldred and Cuba,	6	11	120	11		142		65	31,599 96
Buffalo Run, Bellefonte and Bald Eagle,	1	2	23			25		33	16,273 35
Buffalo, Rochester and Pittsburgh,	95	45	4,916	201		5,162	494	1,548	914,694 56
Catawissa,								2	6,700 00
Catasauqua and Fogelsville,	6	6	5	1	12			60	
Chartiers,								166	83,323 95
Chester and Delaware River,								3	
Chestnut Hill,								2	2,000 00
Confluence and Oakland,								23	
Cleveland and Pittsburgh,	95	66	3,392	50		3,508		2,145	1,249,465 17
Colebrookdale,								3	240 00
Corning, Cowanesque and Antrim,	65	32	2,339	86	25	2,482		549	291,430 16
Cornwall,	6	9	32	10		51		133	62,120 12
Cornwall and Lebanon,	11	17	20	24		61		210	97,148 31

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Lehigh and Susquehanna,	137	20	24,700	216		24,936		3,074	1,707,949 37
Lehigh Valley,	545	401	43,236	1,172	2,425	47,234		13,267	6,785,053 57
Ligonier Valley,	2	5	10	2		17		35	
Little Saw-Mill Run,	4	1	298	4		303		32	19,019 00
Little Schuylkill Navigation,									3,200 00
Littlestown,								3	
Lykens Valley,								3	700 00
Meadville and Linesville,	3	7	5			12		33	17,222 50
Mifflin and Centre County,								3	
Mill Creek and Mine Hill Navigation,								2	450 00
Mine Hill and Schuylkill Haven,								3	4,000 00
Monongahela Connecting,	5		16	4		20		55	
Mont Alto,	2	3		5		8		34	2,360 50
Montour,	2	3	100	33		136			
Montrose,	2	4	22	5		31		35	12,477 89
Mount Carbon and Port Carbon,								2	450 00
Mount Penn Gravity,	3	9		1		10		39	14,102 25
Nescopeck,								3	
Nesquehoning Valley,									150 00
New Castle and Beaver Valley,								161	77,358 00
New York, Chicago and St. Louis,	128	50	5,491	82	1,422	7,045		3,316	2,214,730 50
New York, Lake Erie and Western,	555	523	31,064	324	9,383	41,294	18,252	16,845	9,964,938 25
New York and Northern Pennsylvania,								9	3,231 20
New York, Pennsylvania and Ohio,	255	141	10,159	140	3,636	14,076	3,108	5,020	2,900,421 86
New York, Susquehanna and Western,	43	46	2,540	72		2,658		800	431,147 51
Nittany Valley,	3		8			8		18	8,089 20
Northern Central,	159	119	5,086	402	600	6,207	3,706	4,713	2,577,444 02
North-East Pennsylvania,								18	7,039 20
North Pennsylvania,								6	12,000 00
North and West Branch,								4	
Ohio and Baltimore Short Line,								13	
Pennsylvania,	1,508	1,414	26,366	3,329	3,656	34,765	18,142	50,748	29,111,751 53
Penn Gas Coal Company's,	2	3	2	2		7		30	15,902 28
Perry County,	1	1	1			2		31	7,144 00
Pennsylvana, Poughkeepsie and Boston,	13	18	291	6		328		233	153,012 05
Pennsylvania Schuylkill Valley,								3	
Pennsylvania and North Western,	32	12	517	3		532		456	200,770 50
People's,	1	8	3			11			
Perkiomen,								136	78,229 11
Philadelphia and Baltimore Central,	24	52	184	70		306			
Philadelphia and Chester Valley,								30	14,768 68
Philadelphia, Germantown and Chestnut Hill,								3	1,000 00
Philadelphia, Germantown and Norristown,								3	6,000 00

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Ecclesiastes 1:1-11

1 The words of the Preacher, son of David, king in Jerusalem.
2 Vanity of vanities, says the Preacher, vanity of vanities, all is vanity.
3 What profit does the man get from all his toil with which he toils under the sun?
4 One generation goes and another comes, but the earth remains forever.
5 The sun rises and the sun sets, and hastens to its place where it rises.
6 The wind goes to the south and turns to the north; it turns and turns and goes its way, and on its circuits the wind returns.
7 All rivers flow into the sea, but the sea is not full; to the place the rivers flow, there they flow again.
8 All things are wearisome; man is not able to utter it; the eye is not satisfied with seeing, nor the ear filled with hearing.
9 What has been is what will be, and what has been done is what will be done; there is nothing new under the sun.
10 Is there anything of which it may be said, "See, this is new"? It has been already in the ages before us.
11 There is no remembrance of the earlier, and even the later that will be made will not be remembered by those who will come after.

Shamokin Valley and Pottsville,								3	
Sharpsville,	4	1	7			8		36	
Shade Creek,	1		6			6			
Sinnemahoning Valley,	2	2				2	150	56	34,010 00
Slate Run,	1		31			31		30	11,246 00
Somerset County,	1		8			8			
Somerset and Cambria,	1	1				1		99	
South Mountain,	3	3	10			13		66	12,924 36
Southwest Pennsylvania,								3	600 00
State Line,								14	
Stewartstown,	1	1	1			2			
Stony Creek,			1			1		42	18,163 00
Strasburg,	1							2	
Susquehanna and Clearfield,								3	
Sunbury, Hazleton and Wilkes-Barre,								3	
Tioga,	12	10	647	28		685			
Tionesta Valley,	3	2	157	1		160		57	29,666 25
Tresckow,								3	
Tyrone and Clearfield,								3	
Trenton Cut-off,								3	
Trout Run,			15			15		17	
Urisna and North Fork,	1	1				1		6	2,298 34
Warren and Farnesworth,	2	2	37			39		12	7,100 00
Waynesburg and Washington,	4	5	48	13		66		68	27,969 87
Western Maryland,	30	69	540	10		619		599	295,760 86
Western Pennsylvania,								3	
Western New York and Pennsylvania,	141	114	7,154	95		7,363	400	3,070	1,737,494 32
Wheeling, Pittsburgh and Baltimore,								493	
Wilcox,								2	
Wilkes-Barre and Western,	2	2	10			12			
Williamsport and North Branch,	3	9		1		10		60	24,049 32
Wilmington and Northern,	21	30	305	14	4	353		479	250,927 13
York and Peach Bottom,	5	9	79	3		91			
Totals,	6,668	5,227	266,717	9,399	27,223	309,595	58,438	176,945	$98,880,222 35

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Ironton,	.....	9,984	9,984	.....	.....	6
Kinzua Creek and Kane,	.....	18,849	18,849	.....	.....	10
Kinzua Valley,	.....	2,100	2,100	.....	.....	4
Lake Shore and Michigan Southern,	3,941,328	7,919,034	11,860,362	30	35	12
Lehigh and Lackawanna,	39,285	20,755	60,040	25	30	12
Lehigh and Susquehanna,	616,554	2,395,442	3,011 996	25	30	15
Lehigh Valley,	3,428,625	10,005,858	13,434,483	.....	.....	.....
Ligonier Valley,	12,139	12,910	25,049	20	.....	15
Little Saw-Mill Run,	6,573	14,085	20,658	10	.....	6
Meadville and Linesville,	38,540	12,833	51,373	25	.....	15
Mont Alto,	29,253	7,951	37,204	25	.....	14
Montrose,	.....	.....	35,500	14	.....	14
Mount Penn Gravity,	8,919	.....	8,919	12	.....	.....
New Castle and Beaver Valley,	47,348	65,187	112,535	22	25	13
New York, Chicago and St. Louis,	468,956	4,058,343	4,527,299	27	.....	14
New York, Lake Erie and Western,	5,026,877	10,583,110	15,609,987	28	33	12
New York, Lake Erie and Western Coal,	.....	459,494	459,494	.....	.....	13
New York and Northern Pennsylvania,	3,130	6,160	9,290	18	.....	12
New York, Pennsylvania and Ohio,	1,682,052	4,611,417	6,293,469	30	30	15
New York, Susquehanna and Western,	431,908	366,514	798,422	.....	.....	.....
Northern Central,	1,362,328	3,005,688	4,368,016	25	31	11
North-East Pennsylvania,	46,024	6,124	52,148	.....	.....	.....
Pennsylvania,	13,428,330	22,106,090	35,534,420	27	34	15
Penn Gas Coal Company's,	.....	12,480	12,480	18	.....	.....
Pennsylvania, Poughkeepsie and Boston,	46,806	61,451	108,257	20	30	40
Pennsylvania and North Western,	175,507	3,916,574	4,092,081	3	.....	5
Perry County,	.....	.....	10,656	14	.....	14
Perkiomen,	62,341	176,993	239,334	22	.....	15
Philadelphia and Chester Valley,	31,405	26,939	58,344	.....	.....	.....
Philadelphia, Newtown and New York,	.....	.....	149,430	20	.....	12
Philadelphia and Reading,	4,624,814	7,319,617	11,944,431	.....	.....	.....
Philadelphia, Wilmington and Baltimore,	2,996,249	1,498,338	4,498,587	22	40	18
Pine Creek,	84,662	492,611	577,273	18	28	15
Pittsburgh and Castle Shannon,	52,884	7,650	60,534	12	.....	12
Pittsburgh, Chartiers and Youghiogheny,	40,401	36,214	76,615	20	.....	10
Pittsburgh, Cincinnati and St. Louis,	1,310,286	3,040,746	4,351,032	25	35	15
Pittsburgh, Fort Wayne and Chicago,	2,633,730	4,371,532	7,005,262	30	35	18
Pittsburgh and Lake Erie,	546,653	809,261	1,355,914	28	33	12
Pittsburgh and Northern,	16,000	.....	16,000	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	122,520	129,831	252,351	25	25	12
Pittsburgh and Western,	386,808	518,964	905,772	22	.....	9
Pittsburgh, Youngstown and Ashtabula,	207,318	568,003	775,321	22	25	13
Reading and Columbia,	157,376	161,753	319,129	23	.....	15

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TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Rupert and Bloomsburg,	7,966	.....	7,966	.....	.....	.....
Sharpsville,	.....	.....	20,968	12	.....	12
Sinnemahoning Valley,	.....	.....	22,536	.....	.....	.....
Slate Run,	.....	15,400	15,400	.....	.....	.....
South Mountain,	28,936	12,498	41,434	30	30	15
Stony Creek,	26,031	9,765	35,796	25	.....	15
Tioga,	94,597	140,731	235,328	25	.....	15
Tionesta Valley,	32,800	14,230	47,030	20	20	15
Warren and Farnesworth,	10,670	4,402	15,072	10	.....	8
Waynesburg and Washington,	38,415	24,654	63,069	17	.....	12
Western Maryland,	446,592	323,736	770,328	30	35	15
Western New York and Pennnsylvania,	1,050,811	1,836,935	2,887,746	25	30	15
Williamsport and North Branch,	38,708	14,233	52,941	25	....	15
Wilmington and Northern,	236,468	214,304	450,772	35	....	18
Totals,	50,954,332	103,483,417	154,673,107	.....	.....	.....

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TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
				Cts. Mills.	Cts. Mills.	Cts. Mills.	
Addison and Pennsylvania,	51,680	826,880	14	42.000	3.000	3.000	$525 15
Allegheny Valley,	1,502,988	24,903,764	17	42.000	2.482	1.251	2,374 85
Baltimore and Cumberland Valley,	48,545	191,832	4	8.000	2.000	. . . . .	1,076 92
Baltimore and Cumberland Valley Extension,	60,630	772,864	12	26.005	2.001	. . . . .	632 15
Baltimore and Harrisburg,	150,933	2,333,220	15	24.005	1.006	. . . . .	1,045 81
Baltimore and Harrisburg Western Extension,	45,947	594,538	13	17.004	1.003	. . . .	534 16
Bangor and Portland,	140,740	1,125,920	8	13.848	1.731	4.574	685 50
Barclay Coal Company's Railroad,	28,781	249,088	8½	24.649	2.853	6.664	483 06
Beech Creek,	163,346	2,478,539	15	37.273	2.456	2.162	457 74
Berlin,	8,314	63,133	7	19.047	2.056	. . . . .	. . . . .
Bradford, Bordell and Kinzua,	114,720	1,544,131	13	50.491	3.075	2.708	929 45
Bradford, Eldred and Cuba,	43,284	605,976	14	55.000	4.000	3.000	606 73
Buffalo, Rochester and Pittsburgh,	623,521	12,745,056	20	49.627	2.428	2.087	1,129 74
Catasauqua and Fogelsville,	13,417	84,264	6	20.255	3.100	1.437	106 58
Chartiers,	391,594	4,632,765	12	30.222	2.554	1.656	5,040 51
Cleveland and Pittsburgh,	1,477,335	29,186,572	20	46.317	2.344	1.763	3,055 00
Confluence and Oakland,	3,094	26,160	8	26.001	3.008	. . . . .	. . . . .
Corning, Cowanesque and Antrim,	181,158	2,499,013	14	38.091	2.082	2.046	766 20
Cornwall,	162,253	979,937	6	12.291	2.035	3.463	1,573 97
Cornwall and Lebanon,	213,535	2,044,421	10	. . . . .	. . . . .	. . . . .	. . . . .
Coudersport and Port Allegany,	29,595	248,952	10	44.000	. . . . .	. . . . .	782 00
Cumberland Valley,	801,703	14,300,981	18	41.039	2.300	1.961	2,265 76
Delaware and Hudson Canal Company's Railroad,	1,069,360	10,587,506	10	23.004	2.363	1.286	2,498 46
Delaware, Lackawanna and Western.	1,533,812	37,052,772	24	50.444	2.088	1.504	4,831 22
Dunkirk, Allegheny Valley and Pittsburgh,	163,834	3,031,636	18	50.033	2.704	2.792	1,018 34
East Broad Top,	76,218	730,634	10	24.929	2.600	2.633	482 74

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Pennsylvania, Poughkeepsie and Boston,	24,317	296,490	12	33.870	2.778	7.977	9,007 23
Pennsylvania and North Western,	125,322	1,928,904	15	58.000	3.007	1.002	1,165 63
Perry County,	10,661	89,552	8	25.001	3.000		241 69
Perkiomen,	163,776	1,606,889	10	24.137	2.460	3.129	1,250 62
Philadelphia and Chester Valley,	48,905	386,473	8	17.009	2.003		355 97
Philadelphia, Newtown and New York,	552,771	4,422,168	8	13.008	1.725		3,620 58
Philadelphia and Reading,	17,504,375	199,422,233	11	21.006	1.009		4,483 81
Philadelphia, Wilmington and Baltimore,	7,960,048	156,726,674	20	41.002	2.092	1.724	7,020 88
Pine Creek,	114,073	2,095,129	18	44.011	2.354	5.002	659 34
Pittsburgh and Castle Shannon,	553,981	1,493,793	3	5.038	2.000	1.025	4,587 50
Pittsburgh, Chartiers and Youghiogheny,	98,629	488,657	4	8.882	1.780	1.355	572 50
Pittsburgh, Cincinnati and St. Louis,	2,022,629	52,067,747	26	60.803	2.361	2.067	5,713 22
Pittsburgh and Connellsville,	2,444,581	30,151,408	12	27.014	2.020		
Pittsburgh, Fort Wayne and Chicago,	4,558,036	126,663,293	28	60.712	2.184	1.541	5,889 22
Pittsburgh and Lake Erie,	1,551,229	19,434,054		28.851	2.303	1.856	3,002 21
Pittsburgh and Northern,	74,889	200,000	2	6.500	2.431	1.792	1,216 94
Pittsburgh, Shenango and Lake Erie,	180,020	3,223,679	17	42.687	2.384	1.820	1,034 95
Pittsburgh and Western,	866,009	12,383,941	14	38.038	2.660		1,540 03
Pittsburgh, Young-town and Ashtabula,	407,096	5,883,708	14	31.945	2.211	2.222	1,000 95
Reading and Columbia,	430,687	5,671,249	13	28.002	2.001		1,633 71
Rupert and Bloomsburg,	39,280	61,896	2	5.000	3.002		1,246 92
Salisbury,	4,154	29,671	7	18.053	2.059		
Schuylkill River, East Side,	798,420	1,596,840	2	9.009	5.000		
Sharpsville,	7,452	48,438	6	35.005	5.004		154 55
Sinnemahoning Valley,	16,077	144,693	9	45.000	5.000	11.257	
Somerset and Cambria,	106,548	1,721,584	16	42.078	2.065		
South Mountain,	102,072	914,619	8	16.128	1.802	1.845	926.98
State Line,	52	176	3	7.010	2.010		
Stewartstown,	14,618						
Stony Creek,	86,802	644,677	7	17.802	2.397	3.435	1,641 28
Tioga,	157,119	2,336,085	15	36.177	2.432	3.885	980 03
Tionesta Valley,	14,081	183,050	13	65.000	5.000		704 04
Warren and Farnesworth,	4,163	33,304	8	40.000	5.000	3.000	109 12
Waynesburg and Washington,	51,443	875,893	17	54.713	3.213	3.099	999 86
Western Maryland,	874,408	16,761,075	19	31.006	1.006		3,031 19
Western New York and Pennsylvania,	1,392,022	29,294,865	21	51.055	2.449	1.985	1,123 23
Wheeling, Pittsburgh and Baltimore,	516,444	9,854,230	19	44.033	2.032		
Williamsport and North Branch,	58,933	605,036	10	29.000			648 58
Wilmington and Northern,	395,227	3,622,483	10	19.880	2.169	1.949	888 73
Totals,	125,897,059	2,099,061,149					

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Pennsylvania, Poughkeepsie and Boston,	24,317	296,490	12	33.870	2.778	7.977	9,007 23
Pennsylvania and North Western,	125,322	1,928,904	15	58.000	3.007	1.002	1,165 63
Perry County,	10,661	89,552	8	25.001	3.000		241 69
Perkiomen,	163,776	1,606,889	10	24.137	2.460	3.129	1,250 62
Philadelphia and Chester Valley,	48,905	386,473	8	17.009	2.003		355 97
Philadelphia, Newtown and New York,	552,771	4,422,168	8	13.008	1.725		3,620 58
Philadelphia and Reading,	17,504,375	199,422,233	11	21.006	1.009		4,483 81
Philadelphia, Wilmington and Baltimore,	7,960,048	156,726,674	20	41.002	2.092	1.724	7,020 88
Pine Creek,	114,073	2,095,129	18	44.011	2.354	5.002	659 34
Pittsburgh and Castle Shannon,	553,981	1,493,793	3	5.038	2.000	1.025	4,587 50
Pittsburgh, Chartiers and Youghiogheny,	98,629	488,657	4	8.882	1.780	1.355	572 50
Pittsburgh, Cincinnati and St. Louis,	2,022,629	52,067,747	26	60.803	2.361	2.067	5,713 22
Pittsburgh and Connellsville,	2,444,581	30,151,408	12	27.014	2.020		
Pittsburgh, Fort Wayne and Chicago,	4,558,036	126,663,293	28	60.712	2.184	1.541	5,889 22
Pittsburgh and Lake Erie,	1,551,229	19,434,054		28.851	2.303	1.856	3,002 21
Pittsburgh and Northern,	74,889	200,000	2	6.500	2.431	1.792	1,216 94
Pittsburgh, Shenango and Lake Erie,	180,020	3,223,679	17	42.687	2.384	1.820	1,034 95
Pittsburgh and Western,	866,009	12,383,941	14	38.038	2.660		1,540 03
Pittsburgh, Young-town and Ashtabula,	407,096	5,883,708	14	31.945	2.211	2.222	1,000 95
Reading and Columbia,	430,687	5,671,249	13	28.002	2.001		1,633 71
Rupert and Bloomsburg,	39,280	61,896	2	5.000	3.002		1,246 92
Salisbury,	4,154	29,671	7	18.053	2.059		
Schuylkill River, East Side,	798,420	1,596,840	2	9.009	5.000		
Sharpsville,	7,452	48,438	6	35.005	5.004		154 55
Sinnemahoning Valley,	16,077	144,693	9	45.000	5.000	11.257	
Somerset and Cambria,	106,548	1,721,584	16	42.078	2.065		
South Mountain,	102,072	914,619	8	16.128	1.802	1.845	926.98
State Line,	52	176	3	7.010	2.010		
Stewartstown,	14,618						
Stony Creek,	86,802	644,677	7	17.802	2.397	3.435	1,641 28
Tioga,	157,119	2,336,085	15	36.177	2.432	3.885	980 03
Tionesta Valley,	14,081	183,050	13	65.000	5.000		704 04
Warren and Farnesworth,	4,163	33,304	8	40.000	5.000	3.000	109 12
Waynesburg and Washington,	51,443	875,893	17	54.713	3.213	3.099	999 86
Western Maryland,	874,408	16,761,075	19	31.006	1.006		3,031 19
Western New York and Pennsylvania,	1,392,022	29,294,865	21	51.055	2.449	1.985	1,123 23
Wheeling, Pittsburgh and Baltimore,	516,444	9,854,230	19	44.033	2.032		
Williamsport and North Branch,	58,933	605,036	10	29.000			648 58
Wilmington and Northern,	395,227	3,622,483	10	19.880	2.169	1.949	888 73
Totals,	125,897,059	2,099,061,149					

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Erie and Pittsburgh,	75,923	12,111	1,245,666	50,384	316,502	6,887	43,986
Erie and Wyoming Valley,	4,691	47	1,849,743	6,961	6,023	9,429	7,662
Falls Creek,			79,023	619		129	167
Gettysburg and Harrisburg,	4,514	247	14,083	3,316	330	6,505	
Huntingdon and Broad Top Mountain,	2,134	854	1,784,372	103,935	49,271	66,109	
Ironton,	317		94,038	538	41,831		7,574
Kinzua Creek and Kane,		1,746		46,098		468	
Kinzua Valley,				21,000			
Lake Shore and Michigan Southern,	1,974,427	877,615	3,930,435	859,154	2,358,086	658,560	316,964
Lehigh and Lackawanna,	1,394	334	76,045	5,883	4,211	717	11,434
Lehigh and Susquehanna,	134,543	13,180	6,686,666	191,786	503,875	45,713	62,051
Lehigh Valley,	878,006	128,844	9,809,762	461,505	914,101		1,357,949
Ligonier Valley,	810	214	82,107	6,248	16,804		1,171
Little Saw-Mill Run,			298,042			1,000	
Meadville and Linesville,			3,861			33,074	
Mont Alto,	2,672	83	10,640	6,404	4,539	7,574	
Montour,			182,151				
Montrose,			5,160	59		9,682	
New Castle and Beaver Valley,	85,162	14,961	2,920,374	52,276	538,678	9,475	77,567
New York, Chicago and St. Louis,	1,102,328	521,934	502,684	292,422	486,708	153,416	25,098
New York, Lake Erie and Western,	2,015,808	581,937	10,601,504	1,185,360	1,137,451	417,883	329,713
New York, Lake Erie and Western Coal,	4,028	1,598	1,457,900	144,482	16,692	5,071	11,525
New York and North Pennsylvania,	760	1,470	132	20,753	900	57	260
New York, Pennsylvania and Ohio,	936,758	187,174	3,926,684	342,416	1,650,583	277,544	335,383
New York, Susquehanna and Western,	31,402	1,178	856,213	26,461	91,415	19,657	162,808
Nittany Valley,			100,923		25,812		
Northern Central,	1,494,751	249,213	6,296,879	1,444,870	2,325,102	256,859	131,633
Pennsylvania,	3,049,965	1,247,962	30,197,072	3,069,295	10,917,434	202,848	627,795
Penn Gas Coal Company's,	450		100	150	395		
Pennsylvania, Poughkeepsie and Boston,		2,685	33,295			39,879	
Pennsylvania and Northwestern,			1,046,991	56,620		32,420	
Perry County,		468	1,824	1,009		5,519	
Perkiomen,	175,640	7,304	165,306	24,754	49,086	96,520	6,073
Philadelphia, Newtown and New York,			43,335		19,559	66,872	
Philadelphia and Reading,	1,163,865	298,021	14,224,373	832,665	2,611,735	729,612	737,668
Philadelphia, Wilmington and Baltimore,	428,262	194,815	1,261,943	529,692	1,091,787	32,060	68,820
Pine Creek,	313,704	36,624	2,460,348	218,304	132,647	101,488	65,044
Pittsburgh and Castle Shannon,			23,979				800
Pittsburgh, Chartiers and Youghiogheny,	985		505,952	5,774	5,766	518	3,407
Pittsburgh, Cincinnati and St. Louis,	909,622	287,314	2,772,285	303,624	1,705,977	54,226	73,028
Pittsburgh, Fort Wayne and Chicago,	696,979	386,845	3,089,656	417,021	2,097,595	81,706	296,134
Pittsburgh and Lake Erie,	71,506	14,177	4,824,725	104,668	972,269	33,326	128,097
Pittsburgh, Shenango and Lake Erie,	8,990	1,968	444,008	30,137	12,655	9,936	5,962

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TABLE II—KIND OF FREIGHT CARRIED, IN TONS—CONTINUED.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forest.	Manufactures.	Merchandise.	Miscellaneous.
Pittsburgh and Western,	13,104	4,306	1,791,677	138,560	245,281	351,840	...
Pittsburgh, Youngstown and Ashtabula,	89,147	16,548	3,150,998	66,065	621,825	9,690	96,036
Sharpsville,	222	...	83,781	1,264	4,017	...	1,632
Sinnemahoning Valley,	...	...	...	233,810	...	18,701	...
Slate Run,	...	...	...	36,600	...	...	...
Somerset County,	143	...	636	5,920	62	...	10
South Mountain,	5,176	262	52,274	7,490	6,681	12,937	...
Stewartstown,	4,276	444	1,625	3,283	2,777	...	3,262
Stony Creek,	8,713	377	17,588	1,402	1,390	2,377	1,224
Tioga,	9,727	9,489	665,548	90,866	5,417	5,836	5,033
Tionesta Valley,	1,486	1,076	817	61,544	2,404	642	...
Trout Run,	...	...	...	9,000	...	...	...
Ursina and North Fork,	...	...	3,500	7,000	...	...	...
Warren and Farnesworth,	...	...	...	9,122	...	1,235	...
Waynesburg and Washington,	1,293	1,941	5,160	1,321	2,693	1,440	400
Western Maryland,	73,312	18,228	92,400	19,663	36,167	86,239	19,310
Western New York and Pennsylvania,	49,557	7,132	2,519,095	964,434	653,361	398,875	...
Williamsport and North Branch,	2,235	4,291	9,799	46,384	4,664	4,118	1,036
Wilmington and Northern,	18,140	...	458,865	26,218	215,197	75,918	...
Total,	16,254,254	5,743,792	148,469,702	14,851,888	37,086,605	5,114,268	5,944,079

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TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
				Cts. Mills.	Cts. Mills.	Cts. Mills.	
Addison and Pennsylvania,	60,001	1,923,232	32	89.000	2.008	. . .	$1,302 27
Allegheny Valley,	4,224,777	218,420,784	52	.613	.804	.481	6,753 96
Baltimore and Cumberland Valley,	50,597	201,981	4	12.002	3.000	. . .	1,587 05
Baltimore and Cumberland Valley Extension,	37,505	608,477	16	36.007	2.003	. . .	515 18
Baltimore and Harrisburg,	88,522	1,416,097	16	47.000	2.009	. . .	1,050 96
Baltimore and Harrisburg, Western Extension,	23,183	295,966	13	21.000	1.006	. . .	324 99
Bangor and Portland,	137,860	1,516,460	11	63.009	5,728	1.081	2,671 90
Barclay Coal Company's Railroad,	161.956	2,680,171	16	25.280	1.528	.777	2,536 72
Beech Creek,	2,077,399	167,216,969	80	41.628	.517	.332	5,886 60
Berlin,	48,554	369,264	7	16.032	2.015	. . .	. . .
Berlin Branch,	7,371	. . .	. . .	. . .	. . .	. . .	. . .
Bradford, Bordell and Kinzua,	83,636	1,950,121	23	71.006	3.048	1.924	953 79
Bradford, Eldred and Cuba,	26,468	529,360	20	83.000	4.054	.900	691 47
Buffalo, Rochester and Pittsburgh,	1,759,990	213,157,178	121	79.276	.654	.434	4,582 71
Catasauqua and Fogelsville,	330,923	3,730,621	11	30.972	2.747	.933	401 93
Chartiers,	684,497	4,828,014	7	16.476	2.336	1.494	4,803 25
Cleveland and Pittsburgh,	4,552,159	348,557,986	77	57.051	.745	.498	11,595 10
Confluence and Oakland,	11,960	143,917	12	82.009	6.886	. . .	. . .
Corning, Cowanesque and Antrim,	2,925,151	95,368,647	32	20.092	.641	.519	6,645 61
Cornwall,	1,058,548	6,351,288	6	10.698	1.783	1.188	8,938 25
Cornwall and Lebanon,	822,533	11,618,394	15	. . .	. . .	. . .	. . .
Coudersport and Port Allegany,	71,372	20,506,858	9	. . .	. . .	. . .	2,157 00
Cumberland Valley,	1,098,800	48,109,878	44	52.501	1.199	.628	3,972 48
Delaware and Hudson Canal Company's Railroad,	5,526,358	239,586,237	43	50.094	1.156	.524	27,639 40
Delaware, Lackawanna and Western,	9,288,267	551,753,772	59	58.162	.979	.588	25,754 18
Delaware, Susquehanna and Schuylkill,	269,394	. . .	. . .	. . .	. . .	. . .	. . .
Dunkirk, Allegheny Valley and Pittsburgh,	206,481	9,152,936	44	68.391	1.543	1.209	1,558 67

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New York, Susquehanna and Western,	1,189,134	87,132,626	73	95.818	1.308	.486	7,266 92
Nittany Valley,	126,735	965,721	...	19.004	2.005	...	3,227 72
Northern Central,	11,899,307	835,600,161	70	42.533	.605	.431	13,574 99
North-East Pennsylvania,	31,570	216,603	7	39.000	5.007	...	1,188 94
Ohio and Baltimore Short Line,	177,769	650,502	3	3.083	1.004	...	...
Pennsylvania,	49,312,371	6,908,119,896	106	70.000	.661	.462	18,989 52
Penn Gas Coal Company's,	1,095	10,950	...	200.000	20.000	...	218 95
Pennsylvania, Poughkeepsie and Boston,	75,859	4,790,684	63	50.646	.802	1.572	405 19
Pennsylvania and North Western,	1,136,031	50,306,825	45	50.000	1.001	.700	8,791 76
Perry County,	8,820	...	...	46.000	4.000	...	369 35
Perkiomen,	524,683	17,734,287	34	37.722	1.116	.624	5,140 74
Philadelphia and Chester Valley,	115,923	1,202,594	10	31.206	3.000	...	1,488 18
Philadelphia, Newtown and New York,	129,766	1,327,426	11	25.206	2.327	...	1,609 00
Philadelphia and Reading,	20,597,939	1,561,650,548	80	84.002	1.000	...	19,367 37
Philadelphia, Wilmington and Baltimore,	3,607,379	224,031,767	61	82.007	1.356	1.098	5,853 39
Pine Creek,	3,328,159	159,248,817	48	21.428	.448	.395	953 42
Pittsburgh and Castle Shannon,	24,779	86,926	4	140.000	40.000	38.003	5,337 53
Pittsburgh, Chartiers and Youghiogheny,	522,402	6,166,496	11	16.591	1.405	1.074	5,702 04
Pittsburgh, Cincinnati and St. Louis,	6,106,076	740,414,071	121	74.632	.615	.440	21,170 19
Pittsburgh and Connellsville,	4,956,925	238,212,835	48	41.009	.872	...	...
Pittsburgh, Fort Wayne and Chicago,	7,965,936	1,212,571,829	152	103.903	.683	.439	17,614 54
Pittsburgh and Lake Erie,	6,148,768	380,525,060	...	50.809	.821	.658	19,392 79
Pittsburgh, Shenango and Lake Erie,	513,656	14,287,212	27	30.755	1.106	.633	1,894 21
Pittsburgh and Western,	2,544,768	152,086,080	60	41.481	.691	...	4,915 59
Pittsburgh, Youngstown and Ashtabula,	4,050,309	176,389,714	44	27.546	.632	.341	8,586 47
Reading and Columbia,	485,542	10,894,259	22	38.000	1.007	...	2,483 77
Rupert and Bloomsburg,	29,093	51,514	2	14.004	8.000	...	2,621 28
Salisbury,	304,153	3,085,972	7	12.077	1.063	...	...
Schuylkill River East Side,	1,807,694	9,038,470	5	9.001	1.083	...	...
Sharpsville,	90,916	1,256,787	13	18.008	.900	...	1,006 95
Sinnemahoning Valley,	252,511	2,788,209	12	41.767	3.415	...	...
Slate Run,	36,600	512,736	14	44.033	3.146	3.987	1,007 27
Somerset County,	6,771	52,476	...	...	...	...	...
Somerset and Cambria,	285,053	11,053,488	38	36.000	.929	...	...
South Mountain,	84,820	837,504	9	23.906	2.425	.867	1,143 76
State Line,	309,649	833,503	2	5.080	2.016	...	...
Stewartstown,	15,667	112,000	...	...	...	...	...
Stony Creek,	33,071	163,908	5	28.086	5.667	5.371	901 77
Tioga,	791,916	26,749,490	33	29.144	.863	.520	3,567 25
Tionesta Valley,	67,969	820,040	10	76.050	.400	...	2,607 84
Trout Run,	9,000	...	...	30.000	2.000	...	...
Ursina and North Fork,	10,500	...	...	...	...	...	...
Warren and Farnesworth,	10,357	124,284	12	80.000	7.005	5.005	617 38

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TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimate cost of carrying one ton per mile.	Freight earnings per mile of road.
				Cts. Mills.	Cts. Mills.	Cts. Mills.	
Waynesburg and Washington,	14,248	306,714	22	145.490	6.758	6.213	$736 39
Western Maryland,	345,319	11,493,385	33	82.001	2.048	.....	2,285 87
Western New York and Pennsylvania,	4,602,454	485,958,164	105	60.083	.....	.....	4,382 73
Wheeling, Pittsburgh and Baltimore,	1,288,952	69,637,485	54	37.047	6.094	.....	.....
Williamsport and North Branch,	72,527	..	....	71.006	....	.....	1,928 70
Wilmington and Northern,	794,338	25,083,550	32	42.505	1.346	1.066	3,818 91
Totals,	246,625,567	22,426,809,269	.....	.....	....	.....	....

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TABLE J—EARNINGS AND INCOME DURING THE YEAR.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources.	Total earnings and income.
Addison and Pennsylvania,	$21,531 25	$53,392 87	$1,473 31	$76,397 43	$11,571 12	$87,968 55
Allegheny Valley,	682,101 74	1,762,710 93	32,304 72	2,477,117 39	4,114 04	2,481,231 43
Allentown,	.....	.....	.....	.....	3,340 48	3,340 48
Allentown Terminal,	.....	.....	.....	.....	20,250 00	20,250 00
Bald Eagle Valley,	.....	.....	.....	.....	247,184 78	247,184 78
Baltimore and Cumberland Valley,	4,209 90	6,189 50	.....	10,399 40	.....	10,399 40
Baltimore and Cumberland Valley Extension,	16,878 66	13,775 32	.....	30,653 98	.....	30,653 98
Baltimore and Harrisburg,	41,414 10	41,618 00	.....	83,032 10	.....	83,032 10
Baltimore and Harrisburg Western Extension,	8,012 43	4,874 90	.....	12,887 33	.....	12,887 33
Baltimore and Philadelphia,	.....	.....	.....	.....	60,596 63	60,596 63
Bangor and Portland,	22,285 66	86,863 53	42 00	109,191 19	.....	109,191 19
Barclay Coal Company's Railroad,	7,849 67	41,221 64	3,406 14	52,477 45	9,822 44	62,299 89
Bedford and Bridgeport,	.....	.....	.....	.....	18,360 28	18,360 28
Beech Creek,	67,246 59	864,800 23	3,164 72	935,211 54	5,486 94	940,698 48
Berlin,	2,032 04	7,925 24	.....	9,957 28	.....	9,957 28
Berlin Branch,	1,315 24	2,794 53	96 14	4,205 91	.....	4,205 91
Bradford, Bordell and Kinzua,	63,163 06	59,441 31	2,052 65	124,957 02	.....	124,957 02
Bradford, Eldred and Cuba,	23,961 19	23,879 55	.....	47,840 74	.....	47,840 74
Buffalo Run, Bellefonte and Bald Eagle,	5,599 13	54,753 85	2,794 54	63,147 52	.....	63,147 52
Buffalo, Rochester and Pittsburgh,	343,960 28	1,395,251 59	173,960 57	1,913,172 44	45,974 30	1,959,146 74
Cambria and Clearfield,	.....	.....	.....	.....	3,682 00	3,682 00
Catawissa,	.....	.....	.....	.....	234,000 00	234,000 00
Catasauqua and Fogelsville,	2,717 68	102,494 54	.....	105,212 22	.....	105,212 22
Chartiers,	131,992 95	112,780 32	1,083 97	245,857 24	2,973 60	248,830 84
Cherry Grove,	.....	.....	.....	.....	300 00	300 00

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TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources.	Total earnings and income.
Chester Creek,					$22,755 00	$22,755 00
Chestnut Hill,					16,478 00	16,478 00
Cleveland and Pittsburgh,	$797,429 23	$2,597,069 73	$24,657 54	$3,419,156 50	3,896 15	3,423,052 65
Colebrookdale,					15,863 41	15,863 41
Columbia and Port Deposit,					162,329 85	162,329 85
Confluence and Oakland,	825 72	9,910 23		10,735 95		10,735 00
Connecting,					143,495 64	143,495 64
Corning, Cowanesque and Antrim,	80,794 37	611,396 85	571 03	692,762 25		692,762 25
Cornwall,	21,554 61	113,247 66	275 53	135,077 80		135,077 80
Cornwall and Lebanon,	37,106 78	194,071 95	2,843 06	234,021 79		234,021 79
Coudersport and Port Allegany,	15,084 09	36,647 75		51,731 84		51,731 84
Cumberland Valley,	376,810 70	576,843 26	15,458 33	969,112 29		969,112 29
Delaware and Hudson Canal Co.'s Railroad,	273,447 59	2,768,382 43	13,396 91	3,055,226 93		3,055,226 93
Delaware, Lackawanna and Western,	1,021,031 30	5,442,895 02	711,882 33	7,175,808 65	5,826,128 47	13,001,937 12
Deleware, Susquehanna and Schuylkill,		25,127 36		25,127 36		25,127 36
Dillsburg and Mechanicsburg,					25,931 76	25,931 76
Dunkirk, Allegheny Valley and Pittsburgh,	92,262 03	141,215 19		233,477 22	8,742 97	242,220 19
East Broad Top,	20,975 82	103,510 26	3,486 04	127,972 12	94 60	128,066 72
East Mahanoy,					31,514 50	31,514 50
Elmira and Williamsport,					156,883 63	156,883 63
Erie and Pittsburgh,	150,279 87	547,377 28	7,505 06	705,162 21	5,969 55	711,131 76
Erie and Wyoming Valley,	30,249 47	566,901 05	1,569 38	598,719 90	50,000 00	648,719 90
Falls Creek,				2,900 89		2,900 89
Fayette County,					9,000 00	9,000 00
Gettysburg and Harrisburg,	29,951 88	10,694 74	57 05	40,703 67		40,703 67
Greenlick Narrow Gauge,	70 65	5,557 53		5,628 18		5,628 18
Hanover and York,					26,539 50	26,539 50

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Harrisburg, Portsmouth, Mt. Joy and Lancaster,	.....	.....	.....	.....	121,579 28	121,579 28
Harrisburg and Potomac,	6,855 89	11,623 93	2,439 90	20,919 72	.....	20,919 72
Huntingdon and Broad Top Mountain,	59,678 09	580,591 93	1,787 25	642,057 27	.....	642,057 27
Ironton,	.....	.....	.....	39,559 01	4,508 30	44,067 31
Jamestown and Franklin,	.....	.....	.....	.....	50,315 90	50,315 90
Jones Lake,	.....	.....	.....	.....	1,200 00	1,200 00
Junction,	.....	.....	.....	234,211 54	4,575 84	238,787 38
Kensington and Tacony,	.....	.....	.....	.....	30 00	30 00
Kinzua Creek and Kane,	43 34	19,334 96	.....	19,378 30	.....	19,378 30
Kinzua Valley,	.....	3,056 75	.....	3,056 75	.....	3,056 75
Lake Shore and Michigan Southern,	6,647,198 16	13,657,493 23	157,947 48	20,462,638 87	549,065 25	21,011,704 12
Lehigh and Lackawanna,	23,439 44	46,754 08	.....	70,193 52	.....	70,193 52
Lehigh and Susquehanna,	224,274 37	5,048,529 77	4,785 72	5,277,589 86	.....	5,277,589 86
Lehigh Valley,	1,763,098 25	11,823,993 64	363,668 06	13,950,759 95	3,941,853 53	17,892,613 48
Lewisburg and Tyrone,	.....	.....	.....	.....	9,557 77	9,557 77
Ligonier Valley,	18,832 12	20,516 14	.....	39,348 26	.....	39,348 26
Little Saw-Mill Run,	3,775 07	50,837 06	6,956 45	61,568 58	233 31	61,801 89
Little Schuylkill Navigation,	.....	.....	.....	.....	223,403 71	223,403 71
Littlestown,	.....	.....	.....	.....	722 90	722 90
Lykens Valley,	.....	.....	.....	.....	62,513 81	62,513 81
Meadville and Linesville,	21,996 03	12,384 28	442 75	34,823 06	.....	34,823 06
Mifflin and Centre County,	.....	.....	.....	.....	22,854 62	22,854 62
Mill Creek and Mine Hill Navigation,	.....	.....	.....	.....	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,	.....	.....	.....	.....	326,552 00	326,552 00
Monongahela Connecting,	.....	118,650 99	2,500 00	121,150 99	250 00	121,400 99
Mont Alto,	13,576 40	10,159 02	.....	23,735 42	.....	23,735 42
Montour,	6,084 31	26,480 51	.....	32,564 82	.....	32,564 82
Montrose,	9,166 33	16,878 02	.....	26,044 35	231 77	26,276 12
Mount Carbon and Port Carbon,	.....	.....	.....	.....	36,250 00	36,250 00
Mount Pleasant and Broad Ford,	6,615 29	19,873 71	.....	26,489 00	.....	26,489 00
Mount Penn Gravity,	9,718 20	.....	.....	9,718 20	.....	9,718 20
Nesquehoning Valley,	.....	.....	.....	.....	76,637 94	76,637 94
New Castle and Beaver Valley,	41,621 14	221,450 42	8 14	263,079 70	.....	263,079 70
New Castle and Butler,	.....	.....	.....	5,529 76	.....	5,529 76
New York, Chicago and St. Louis,	416,192 25	5,122,148 66	9,745 87	5,548,086 78	8,993 29	5,557,080 07
New York, Lackawanna and Western,	.....	.....	.....	170,609 43	.....	170,609 43
New York, Lake Erie and Western,	6,240,000 18	22,518,148 83	247,421 84	29,005,570 85	651,446 18	29,657,017 03
New York, Lake Erie and Western Coal,	6,295 17	394,276 36	1,356 00	401,927 53	78,015 21	479,942 74
New York and North Pennsylvania,	1,173 56	5,273 33	1,114 38	7,561 27	.....	7,561 27
New York, Pennsylvania and Ohio,	.....	.....	.....	.....	2,313,553 46	2,313,553 46
New York, Susquehanna and Western,	311,363 09	1,142,942 09	36,726 45	1,491,031 63	29,505 75	1,520,537 38
Nittany Valley,	.....	24,595 20	.....	24,595 20	.....	24,595 20

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Pittsburgh, Chartiers and Youghiogheny,	11,189 39	86,671 55	3,653 90	101,514 84	. . . . .	101,514 84
Pittsburgh, Cincinnati and St. Louis,	1,694,617 93	4,557,094 96	13,245 55	6,264,958 44	563,219 39	6,828,177 83
Pittsburgh and Connellsville,	734,928 74	2,077,305 41	5,712 18	2,817,946 33	. . .	2,817,946 33
Pittsburgh, Butler and Shenango,	. . . . .	. . . . .	. . . . .	. . . . .	23,697 78	23,697 78
Pittsburgh, Fort Wayne and Chicago,	3,262,029 68	8,276,900 67	111,670 38	11,650,600 73	145,179 81	11,795,780 54
Pittsburgh Junction,	16 35	218,444 89	1,169 89	219,631 13	. . . . .	219,631 13
Pittsburgh and Lake Erie,	491,522 03	3,174,986 97	20,727 88	3,687,236 88	. . . . .	3,687,236 88
Pittsburgh, McKeesport and Youghiogheny,	. . . . .	. . . . .	. . . . .	. . . . .	384,579 00	384,579 00
Pittsburgh and Northern,	4,867 79	. . . . .	. . . . .	4,867 79	. . . . .	4,867 79
Pittsburgh, Virginia and Charleston,	. . . . .	. . . . .	. . . . .	. . . . .	291,243 22	291,243 22
Pittsburgh, Shenango and Lake Erie,	86,315 17	157,977 08	4,958 12	249,250 37	. . . .	249,250 37
Pittsburgh and Western,	367,902 61	1,051,445 49	25,257 93	1,444,606 03	3,000 00	1,447,606 03
Pittsburgh, Youngstown and Ashtabula,	147,844 74	1,115 726 89	55,204 02	1,318,775 65	. . . . .	1,318,775 65
Reading and Columbia,	125,666 39	189,656 56	. . . . .	315,322 95	. . . . .	315,322 95
Ridgway and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	85,847 39	85,847 39
River Front,	. . . . .	. . . . .	. . . . .	. . . . .	23,270 00	23,270 00
Rupert and Bloomsburg,	2,057 49	4,194 06	402 20	6,653 75	. . . . .	6,653 75
Schuylkill River East Side,	85,177 08	165,605 36	. . . . .	250,782 44	. . . . .	250,782 44
Salisbury,	822 66	50,212 76	. . . . .	51,035 42	. . . . .	51,035 42
Schuylkill Valley Navigation Railroad,	. . . . .	. . . . .	. . . . .	. . . . .	29,450 00	29,450 00
Shamokin Valley and Pottsville,	. . . . .	. . . . .	. . . . .	. . . . .	198,820 80	198,820 80
Sharon,	. . . . .	. . . . .	. . . . .	. . . . .	35,523 00	35,523 00
Sharpsville,	2,627 48	17,118 15	6,485 50	26,231 13	40 00	26,271 13
Sheffield and Spring Creek,	. . . . .	. . . . .	. . . . .	. . . . .	300 00	300 00
Sinnemahoning Valley,	9,159 17	105,466 81	67 17	114,693 15	. . . . .	114,693 15
Slate Run,	. . . . .	16,116 38	. . . . .	16,116 38	. . . . .	16,116 38
Somerset and Cambria,	50,751 47	102,699 58	10 00	153,461 05	. . . . .	153,461 05
South Mountain,	18,140 04	20,334 61	37 56	38,512 21	. . . . .	38,512 21
Southern Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	23,435 77	23,435 77
South-West Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	458,718 91	458,718 91
State Line,	3 70	17,983 92	. . . . .	17,987 62	. . . . .	17,987 62
State Line and Sullivan,	. . . . .	. . . . .	. . . . .	. . . . .	40,000 00	40,000 00
Stewartstown,	2,868 25	6,974 70	1,681 85	11,524 80	. . . .	11,524 80
Stony Creek,	16,905 28	9,288 25	. . . . .	26,193 53	1,128 95	27,322 48
Strasburg,	. . . . .	. . . . .	. . . . .	. . . . .	1,200 00	1,200 00
Susquehanna and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	1,595 84	1,595 84
Sunbury, Hazleton and Wilkes-Barre,	. . . . .	. . . . .	. . . . .	. . . . .	256,121 13	256,121 13
Sunbury and Lewistown,	. . . . .	. . . . .	. . . . .	. . . . .	238,043 17	238,043 17
Tioga,	63,434 35	230,897 64	3,459 07	297,791 06	. . . . .	297,791 06
Tionesta Valley,	10,073 56	52,156 85	. . . . .	62,230 41	. . . . .	62,230 41
Tipton,	. . . . .	. . . . .	. . . . .	. . . . .	2,615 98	2,615 98
Tyrone and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	112,500 00	112,500 00
Trout Run,	. . . . .	2,700 00	. . . . .	2,700 00	. . . . .	2,700 00

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TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources.	Total earnings and income.
Ursina and North Fork,	$75 59	$2,311 34	. . . . .	$2,386 93	. . . . .	$2,386 93
Warren and Farnesworth,	2,369 70	9,321 25	. . . . .	11,690 95	. . . . .	11,690 95
Waynesburg and Washington,	34,889 37	20,729 45	$60 30	55,679 12	. . . . .	55,679 12
West Chester,	. . . . .	. . . . .	. . . . .	. . . . .	$12,598 86	12,598 86
Western Maryland,	376,171 44	283,677 07	. . . . .	659,848 51	. . . . .	659,848 51
Western Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	824,499 65	824,499 65
Western New York and Pennsylvania,	826,489 52	2,814,566 93	. . . . .	3,641,056 45	12,866 65	3,653,923 10
Wheeling, Pittsburgh and Baltimore,	241,164 50	482,964 64	30 93	724,160 07	. . . . .	724,160 07
Wilkes-Barre and Scranton,	. . . . .	. . . . .	. . . . .	. . . . .	48,400 00	48,400 00
Wilkes-Barre and Western,	7,262 26	11,208 34	. . . . .	18,470 60	. . . . .	18,470 60
Williamsport and North Branch,	20,019 63	52,075 00	854 51	72,949 14	. . . . .	72,949 14
Wilmington and Northern,	91,419 32	338,492 42	2,547 37	432,459 11	. . . . .	432,459 11
York and Peach Bottom,	. . . . .	. . . . .	. . . . .	. . . . .	12,250 00	12,250 00
Totals,	$57,073,072 34	$176,708,857 97	$3,332 944 14	$237,573,654 57	$32,869,238 23	$270,442,882 80

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TABLE K—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	$70,153 29	$3,696 67	$18,896 97	$6,157 40	$98,904 33
Allegheny Valley,	441,540 04	263,046 77	614,377 93	91,136 20	1,410,100 94
Baltimore and Harrisburg,	45,603 78	10,594 04	41,764 94	3,741 93	101,704 69
Bangor and Portland,	40,078 64	10,567 16	23,427 92	4,874 20	78,947 92
Barclay Coal Company's Railroad,	8,169 46	5,856 82	22,335 76	1,079 91	37,441 95
Beech Creek,	263,704 56	84,814 37	214,477 83	45,848 87	608,845 63
Berlin,	4,935 02	1,283 86	5,120 59	2,966 18	14,305 65
Berlin Branch,	1,300 17	3 50	1,963 50	78 46	3,345 63
Bradford, Bordell and Kinzua,	19,098 19	11,577 84	40,669 55	8,015 46	79,361 04
Bradford, Eldred and Cuba,	11,590 07	3,822 77	19,390 58	3,562 07	38,365 49
Buffalo Run, Bellefonte and Bald Eagle,			35,462 84		35,462 84
Buffalo, Rochester and Pittsburgh,	244,231 25	258,912 36	547,851 40	141,141 07	1,192,136 08
Catasauqua and Fogelsville,	14,105 85	3,448 49	20,517 26	8,878 92	46,950 52
Chartiers,	70,191 77	6,931 53	59,965 82	3,029 03	140,118 15
Cleveland and Pittsburgh,	476,951 33	597,688 60	1,099,662 06	74,745 80	2,249,047 79
Confluence and Oakland,	7,905 06	783 43	3,714 02	618 54	13,021 05
Corning, Cowanesque and Antrim,	169,649 69	65,067 22	282,122 75	39,992 61	556,832 27
Cornwall,	34,735 14	14,479 37	50,911 12	9,267 40	109,393 03
Cornwall and Lebanon,	24,613 48	14,446 35	87,146 95	13,928 44	140,135 22
Coudersport and Port Allegany,	9,927 00	815 00	12,634 00	1,910 00	25,286 00
Cumberland Valley,	222,552 40	134,697 43	286,876 66	38,612 10	682,738 59
Delaware and Hudson Canal Company's Railroad,	229,990 87	166,168 52	965,135 57	512,959 77	1,874,254 73
Delware, Lackawanna and Western,	529,085 22	913,779 77	2,125,583 71	235,118 69	3,803,567 39
Delaware, Susqehanna and Schuylkill,					56 01
Dillsburg and Mechanicsburg,					18,727 60
Dunkirk, Allegheny Valley and Pittsburgh,	66,001 92	14,123 46	99,893 48	15,318 66	195,337 52
East Broad Top,	50,610 43	17,005 64	35,518 16	8,229 15	111,363 38

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New York, Lake Erie and Western Coal,	53,222 31	6,257 96	198,402 76	6,231 79	264,114 82
New York and North Pennsylvania,	2,018 50	1,473 31	745 96	151 50	4,389 27
New York, Susquehanna and Western,	98,466 84	128,855 64	500,950 27	71,377 95	799,650 70
Nittany Valley,	2,229 80	2,044 13	6,241 87	2,501 10	13,016 90
Northern Central,	898,730 02	950,190 32	2,526,680 09	227,396 96	4,602,997 39
North-East Pennsylvania,	16,664 48	. . . .	22,116 85	838 44	39,619 77
Ohio and Baltimore Short Line,	17,909 46	3,146 50	8,739 30	2,678 21	32,473 47
Pennsylvania,	9,508,635 06	8,514,799 60	23,184,336 70	2,852,784 91	44,060,556 27
Penn Gas Coal Company's,	10,449 69	7,490 88	. . . .	. . . .	17,940 57
Pennsylvania, Poughkeepsie and Boston,	35,607 09	10,149 17	49,961 54	32,905 15	128,622 95
Pennsylvania and Northwestern,	162,110 04	33,005 23	155,653 99	23,875 12	374,644 38
People's,	2,908 31	3,077 12	3,978 92	2,097 98	12,062 33
Perkiomen,	30,366 80	. . . .	122,387 34	8,164 33	160,918 47
Perry County,	2,449 00	162 00	3,126 72	. . . .	5,737 72
Philadelphia and Chester Valley,	8,070 05	. . . .	30,555 37	1,137 29	39,762 71
Philadelphia, Newtown and New York,	24,818 08	17,070 88	46,652 19	4,083 82	92,624 47
Philadelphia and Reading,	2,359,976 88	1,788,678 08	6,368,034 92	871,275 06	11,387,964 94
Philadelphia, Wilmington and Baltimore,	1,248,451 68	925,862 55	2,571,802 52	415,473 05	5,161,589 80
Pine Creek,	354,575 45	38,140 27	309,241 63	36,239 97	738,197 32
Pittsburgh and Castle Shannon,	4,327 73	502 23	41,392 82	6,311 57	52,534 35
Pittsburgh, Chartiers and Youghiogheny,	21,875 85	16,320 47	34,072 27	11,848 29	84,116 88
Pittsburgh, Cincinnati and St. Louis,	962,234 09	1,231,705 21	1,919,273 50	218,096 97	4,331,309 77
Pittsburgh and Connellsville,	384,262 51	295,779 34	919,214 56	127,412 02	1,726,668 43
Pittsburgh, Fort Wayne and Chicago,	1,383,028 83	1,643,444 56	3,913,392 54	343,590 05	7,283,455 98
Pittsburgh Junction,	10,533 82	1,584 13	30,881 96	5,042 54	48,042 45
Pittsburgh and Lake Erie,	1,269,189 74	374,173 93	1,051,746 05	168,607 86	2,863,717 58
Pittsburgh and Northern,	876 50	163 03	2,356 03	193 00	3,588 56
Pittsburgh, Shenango and Lake Erie,	40,127 91	16,630 36	75,215 93	17,209 16	149,183 36
Pittsburgh and Western,	113,827 67	95,662 66	491,070 51	86,536 45	787,097 29
Pittsburgh, Youngstown and Ashtabula,	188,609 73	121,796 58	392,472 92	29,663 87	732,543 10
Reading and Columbia,	61,693 28	18,697 03	143,663 75	6,415 63	230,469 69
Rupert and Bloomsburg,	1,526 33	. . . .	7,899 35	326 66	9,752 34
Salisbury,	23,285 84	1,354 00	11,411 73	4,369 73	40,421 30
Sharpsville,	2,254 82	775 14	14,931 93	2,529 14	20,491 03
Sinnemahoning Valley,	16,070 72	13,347 75	22,377 59	53,510 98	105,307 04
Slate Run,	12,471 67	3,737 17	4,227 95	. . . .	20,436 79
Somerset County,	1,319 81	719 96	2,888 11	1,420 00	6,347 88
Somerset and Cambria,	53,804 12	15,621 96	52,875 19	18,023 40	140,324 67
South Mountain,	4,902 77	4,193 21	12,777 70	2,195 92	24,069 60
State Line,	4,616 26	387 69	5,355 74	1,227 00	11,586 69
Stewartstown,	1,939 21	1,368 26	4,012 68	409 51	7,729 66
Stony Creek,	5,897 70	. . . .	21,455 59	3,597 51	30,948 80
Tioga,	67,384 10	33,318 46	118,293 34	10,871 72	229,867 62

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TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Tionesta Valley,	$16,502 25	$500 00	$9,899 65	$7,130 00	$34,031 90
Turtle Creek,	3,800 00	2,065 00	3,825 00	. . . . .	9,690 00
Ursina and North Fork,	1,313 34	. . . . .	1,007 68	. . . . .	2,321 02
Warren and Farnesworth,	2,242 78	584 87	5,428 19	1,309 80	9,565 64
Waynesburg and Washington,	22,443 92	8,834 25	14,342 05	581 14	46,201 36
Western Maryland,	77,960 96	59,996 41	228,533 58	48,617 65	415,108 60
Western New York and Pennsylvania,	650,623 51	563,791 89	1,340,920 24	87,254 70	2,642,590 34
Wheeling, Pittsburgh and Baltimore,	201,480 14	83,744 33	329,416 59	29,654 83	644,295 89
Wilkes-Barre and Western,	3,621 76	4,788 61	7,272 67	. . .	15,683 04
Williamsport and North Branch,	15,695 78	3,055 93	16,966 10	5,399 46	41,117 27
Wilmington and Northern,	79,337 72	34,559 16	189,504 67	47,446 56	350,848 11
Totals,	$33,630,035 00	$30,194,670 07	$80,107,572 63	$11,709,987 32	$155,744,012 11

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TABLE K—EXPENSES DURING THE YEAR.—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Betterments to property.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Pennsylvania,	$41,171 76	$140,076 09	. . . . .	103	$3,172 59
Allegheny Valley,	1,148,035 23	2,558,136 17	. . . .	56.93	5,417 21
Allentown,	1,000 00	1,000 00	1,095 23	. . . .	. . . .
Allentown Terminal,	9,000 00	9,000 00	. . . .	. . . .	. . . .
Bald Eagle Valley,	39,946 00	39,946 00	499,568 64	. . . .	. . . .
Baltimore and Harrisburg,	60,293 40	161,998 09	19,078 31	. . . .	. . . .
Baltimore and Philadelphia,	261,663 96	261,663 96	. . . .	. . . .	. . . .
Bangor and Portland,	22,865 60	101,813 52	2,925 76	72.30	2,428 41
Barclay Coal Company's Railroad,	14,239 94	51,681 89	7,552 74	71.35	2,304 12
Bedford and Bridgeport,	78,421 48	78,421 48	. . . .	. . . .	. . . .
Beech Creek,	288,287 70	897,133 33	53,901 39	65	4,144 34
Berlin,	14,467 07	28,772 72	112 10	143.70	. . . .
Berlin Branch,	236 98	3,582 61	. . . .	. . . .	. . . .
Bradford, Bordell and Kinzua,	54,433 47	133,794 51	3,785 93	63.51	1,273 44
Bradford, Eldred and Cuba,	39,393 65	77,759 14	883 18	80	1,579 48
Buffalo Run, Bellefonte and Bald Eagle,	21,840 00	57,302 84	. . . .	. . . .	. . . .
Buffalo, Rochester and Pittsburgh,	736,107 10	1,928,243 18	116,776 46	63.30	3,915 58
Cambria and Clearfield,	1,266 20	1,266 20	120,039 48	. . . .	. . . .
Catawissa,	8,809 10	8,809 10	. . . .	. . . .	. . . .
Catasauqua and Fogelsville,	9,795 38	56,745 90	. . . .	44.62	1,841 97
Chartiers,	108,712 69	248,830 84	. . . .	56.99	5,967 55
Chester Creek,	11,655 00	11,655 00	. . . .	. . . .	. . . .
Chestnut Hill,	2,000 00	2,000 00	. . . .	. . . .	. . . .
Confluence and Oakland,	1,666 66	14,687 71	. . . .	82.04	. . . .
Cleveland and Pittsburgh,	1,274,728 73	3,523,776 52	328,329 42	65.77	10,041 29
Colebrookdale,	36,100 00	36,100 00	312 35	. . . .	. . . .
Columbia and Port Deposit,	205,760 05	205,760 05	. . . .	. . . .	. . . .
Connecting,	66,797 64	66,797 64	133,286 35	. . . .	. . . .
Corning, Cowanesque and Antrim,	164,914 38	721,746 65	. . . .	80.03	6,052 52

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Lake Shore and Michigan Southern,	4,332,540 83	17,690,413 12	. . . . .	65.79	9,476 70
Lehigh and Lackawanna,	. . . . .	43,134 69	. . . . .	. . . . .	1,200 18
Lehigh and Susquehanna,	. . . . .	2,208,006 31	189,372 85	. . . . .	10,750 83
Lehigh Valley,	3,514,133 91	13,995,957 88	2,467,930 44	75.13	. . . . .
Lewisburg and Tyrone,	15,887 64	15,887 64	152 25	. . . . .	. . . . .
Ligonier Valley,	4,657 88	29,128 11	1,906 69	62.18	2,330 49
Little Saw Mill Run,	13,285 74	47,944 39	. . . . .	56	11,552 88
Little Schuylkill Navigation,	34,379 68	34,379 68	. . . . .	. . . . .	. . . . .
Littlestown,	3,155 69	3,155 69	. . . . .	. . . . .	. . . . .
Lykens Valley,	1,446 68	1,446 68	. . . . .	. . . . .	. . . . .
Meadville and Linesville,	. . . . .	30,936 83	. . . . .	88.84	1,509 11
Mifflin and Centre County,	15,214 62	15,214 62	. . . . .	. . . . .	. . . . .
Mill Creek and Mine Hill Navigation,	708 14	708 14	. . . . .	. . . . .	. . . . .
Mine Hill and Schuylkill Haven,	22,344 80	22,344 80	. . . . .	. . . . .	. . . . .
Monongahela Connecting,	17,033 45	64,130 94	88,621 92	. . . . .	. . . . .
Mont Alto,	7,602 74	29,211 58	. . . . .	. . . . .	. . . . .
Montrose,	4 99	15,761 76	. . . . .	60	. . . . .
Mount Carbon and Port Carbon,	2,387 17	2,387 17	. . . . .	. . . . .	. . . . .
Mount Pleasant and Broad Ford,	100 79	311 54	18 46	. . . . .	. . . . .
Mount Penn Gravity,	65 00	9,052 41	. . . . .	. . . . .	. . . . .
Nescopeck,	10,007 77	10,007 77	. . . . .	. . . . .	. . . . .
Nesquehoning Valley,	6,012 94	6,012 94	6,118 57	. . . . .	. . . . .
New Castle and Beaver Valley,	106,139 84	243,115 33	. . . . .	52.06	9,143 89
New York, Chicago and St. Louis,	1,017,104 32	5,237,866 81	. . . . .	76.07	8,069 98
New York, Lackawanna and Western,	. . . . .	82,963 48	. . . . .	. . . . .	. . . . .
New York, Lake Erie and Western,	7,170,891 43	26,053,667 41	165,395 53	65.10	13,577 23
New York, Lake Erie and Western Coal,	190,587 94	454,702 76	20,181 33	65.71	5,644 38
New York and North Pennsylvania,	2,762 40	7,151 67	. . . . .	57	877 85
New York, Pennsylvania and Ohio,	2,337,902 57	2,337,902 57	2,225,050 42	. . . . .	. . . . .
New York, Susquehanna and Western,	526,795 84	1,326,446 54	369,499 67	58.63	5,084 24
Nittany Valley,	4,500 00	17,516 90	6,640 86	52.09	3,227 72
Northern Central,	1,686,595 94	6,289,593 33	138,989 32	69.62	12,346 10
North-East Pennsylvania,	14,753 56	54,373 33	111,604 97	123.64	. . . . .
North Pennsylvania,	522,741 80	522,741 80	16,959 54	. . . . .	. . . . .
North and West Branch,	108,052 55	108,052 55	16,420 65	. . . . .	. . . . .
Ohio and Baltimore Short Line,	51,894 57	84,368 04	26,818 13	. . . . .	. . . . .
Pennsylvania,	17,976,235 77	62,036,792 04	4,301,698 12	67.82	18,335 19
Pennsylvania Company,	1,246,820 87	1,246,820 87	192,496 90	. . . . .	. . . . .
Penn Gas Coal Company's,	. . . . .	17,940 57	. . . . .	. . . . .	. . . . .
Perry County,	. . . . .	5,737 72	. . . . .	78	. . . . .
Pennsylvania, Poughkeepsie and Boston,	179,020 71	307,643 66	. . . . .	272.78	1,356 49
Pennsylvania, Schuylkill Valley,	378,468 80	378,468 80	185,675 01	. . . . .	. . . . .
Pennsylvania and North Western,	230,918 20	605,562 58	. . . . .	. . . . .	5,846 20

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River Front,	9,738 00	9,738 00	65,740 40	.....	.....
Rupert and Bloomsburg,	72 58	9,824 92	30,869 94	146.55	.....
Salisbury,	13,668 34	54,089 64	2,633 00	78	.....
Schuylkill River East Side,	225,000 00	225,000 00	.....	.....	.....
Schuylkill Valley Navigation Railroad,	693 97	693 97	.....	.....	.....
Shamokin Valley and Pottsville,	146,528 83	146,528 83	.....	.....	.....
Sharon,	9,676 24	9,676 24	6,476 92	.....	.....
Sharpsville,	9,844 54	30,335 57	946 70	78	1,205 85
Sinnemahoning Valley,	.....	105,307 04	.....	.....	8,611 55
Slate Run,	.....	20,436 79	.....	.....	.....
Somerset County,	.....	6,347 88	.....	.....	.....
Somerset and Cambria,	30,723 64	171,048 31	.....	91.40	.....
South Mountain,	7,811 78	31,881 38	.....	62.52	1,353 24
Southern Pennsylvania,	.....	24,682 24	.....	.....	.....
South-West Pennsylvania,	103,098 04	103,098 04	261,759 34	.....	.....
State Line,	3,098 66	14,685 35	3,003 41	64.04	.....
Stewartstown,	.....	7,729 66	.....	67	.....
Stony Creek,	26,127 02	57,075 82	.....	118.15	3,004 73
Susquehanna and Clearfield,	14,928 26	14,928 26	.....	.....	.....
Sunbury, Hazleton and Wilkes-Barre,	156,201 70	156,201 70	.....	.....	.....
Sunbury and Lewistown,	154,613 56	154,613 56	.....	.....	.....
Tioga,	71,428 47	301,296 09	675 11	77.19	3,551 34
Tionesta Valley,	1,432 68	35,464 58	21,117 14	54.68	1,701 59
Tipton,	7 40	7 40	.....	.....	.....
Tyrone and Clearfield,	52,500 00	52,500 00	44,074 75	.....	.....
Turtle Creek,	.....	9,690 00	.....	.....	.....
Ursina and North Fork,	69 18	2,390 20	.....	.....	.....
Warren and Farnesworth,	193 15	9,758 79	7,567 17	82	626 84
Waynesburg and Washington,	7,368 20	53,569 56	.....	82.98	1,641 26
West Chester,	4,348 86	4,348 86	4,893 21	.....	.....
Western Maryland,	382,581 43	797,690 03	.....	.....	.....
Western Pennsylvania,	238,071 32	238,071 32	151,305 28	.....	.....
Western New York and Pennsylvania,	652,290 96	3,294,881 30	486,844 72	72.06	4,136 41
Wheeling, Pittsburgh and Baltimore,	55,751 35	700,047 24	25,865 43	89	.....
Wilkes-Barre and Scranton,	23,400 00	23,400 00	103,219 29	.....	.....
Wilkes-Barre and Western,	.....	15,683 04	11,000 00	.....	.....
Williamsport and North Branch,	31,476 81	72,594 08	10,475 58	56	1,928 70
Wilmington and Northern,	28,012 71	378,860 82	86,872 09	81.17	3,968 42
York and Peach Bottom,	12,250 00	12,250 00	.....	.....	.....
Totals,	$79,791,391 84	$235,560,086 19	$18,655,760 87		

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New Castle and Beaver Valley,			1	12			1	12
New York, Chicago and St. Louis,		1	2	22	3	4	5	27
New York, Lake Erie and Western,	3	40	11	172	16	118	30	330
New York, Lake Erie and Western Coal,			4	23	1	3	5	26
New York, and North Pennsylvania,					1		1	
New York, Pennsylvania and Ohio,	2	22	26	367	43	85	71	474
Northern Central,	3	23	14	213	13	37	30	273
Ohio and Baltimore Short Line,			1			1	1	1
Pennsylvania,	26	304	210	3,264	389	806	625	4,374
Pennsylvania, Poughkeepsie and Boston,			2	2			2	2
Pennsylvania and North Western,				5	1	2	1	7
Perry County,			1				1	
Perkiomen,			1		2		3	
Philadelphia and Reading,	1	3	57	113	113	87	171	203
Philadelphia, Wilmington and Baltimore,	1	27	20	132	47	71	68	230
Pine Creek,		1	2	26	1	2	3	29
Pittsburgh, Chartiers and Youghiogheny,			1	4	1		2	4
Pittsburgh, Cincinnati and St. Louis,	1		9	28	14	11	24	39
Pittsburgh and Connellsville,			10	27	30	17	40	44
Pittsburgh, Fort Wayne and Chicago,		4	8	114	11	41	19	159
Pittsburgh Junction,				8	1	3	1	11
Pittsburgh and Lake Erie,	1	2	30	124	25	32	56	158
Pittsburgh, Shenango and Lake Erie,			1	2	1		2	2
Pittsburgh and Western,	1	9	17	88	3	24	21	121
Pittsburgh, Youngstown and Ashtabula,			1	17	1	4	2	21
Reading and Columbia,	1		3	24	2	3	6	27
Sharpsville,			1	1			1	1
Slate Run,			1				1	
Somerset and Cambria,				1		1		2
Tioga,		28		11		30		69
Turtle Creek,				1				1
Waynesburg and Washington,				2				2
Western Maryland,			2	5	1	3	3	8
Western New York and Pennsylvania,		8	14	78	5	19	19	105
Wheeling, Pittsburgh and Baltimore,			2	5	7	1	9	6
Wilkes-Barre and Western,			1				1	
Wilmington and Northern,		2	2	14		4	2	20
Totals,	43	483	523	5,287	870	1,545	1,463	7,447

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Chartiers,	647,850 00	647,850 00	645,300 00	645,250 00	645,300 00
Cherry Grove,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Chester and Delaware River,	39,550 00	39,550 00	39,550 00	39,550 00	39,550 00
Chester Creek,	185,000 00	185,000 00	185,000 00	185,000 00	272,100 00
Chester Valley,	871,900 00	871,900 00	871,900 00	.....	.....
Chestnut Hill,	120,650 00	120,650 00	120,650 00	120,650 00	120,650 00
Clearfield and Jefferson,	.....	435,000 00	1,000,000 00	1,000,000 00	.....
Clermont and Bradford,	3,125 00	.....	3,125 00	3,125 00	3,125 00
Clermont and Kinzua,	.....	.....	.....	3,125 00	.....
Cleveland and Pittsburgh,	11,236,500 00	11,236,500 00	11,236,350 00	11,236,350 00	11,247,057 26
Coal Glen,	.....	.....	.....	.....	1,000 00
Colebrookedale,	297,215 00	297,215 00	297,215 00	297,215 00	297,215 00
Colebrook Valley,	400,000 00	.....	.....	.....	.....
Columbia and Port Deposit,	497,100 00	497,100 00	497,100 00	497,100 00	497,100 00
Connecting,	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00	1,278,300 00
Confluence and Oakland,	.....	.....	.....	.....	200,000 00
Corning, Cowanesque and Antrim,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Cornwall,	300,000 00	300,000 00	400,000 00	400,000 00	400,000 00
Cornwall and Lebanon,	200,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Cornwall and Mt. Hope,	100,000 00	100,000 00	.....	.....	.....
Coudersport, Hornellsville and Lackawanna,	.....	.....	.....	.....	44,000 00
Coudersport and Port Allegany,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Coudersport and Pine Creek,	.....	.....	.....	.....	50,000 00
Coudersport and West Branch,	.....	.....	.....	.....	88,500 00
Cresson, Clearfield County and New York Short Route,	950,000 00	1,000,000 00	1,000,000 00	1,000,000 00	.....
Cumberland Valley,	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00	1,777,850 00
Danville and Riverside,	3,790 00	3,790 00	3,790 00	3,790 00	3,790 00
Danville and Shamokin,	26,710 00	6,700 00	26,710 00	26,710 00	26,710 00
Delaware and Hudson Canal Company's Railroad,	23,500,000 00	24,500,000 00	24,500,000 00	24,500,000 00	24,500,000 00
Delaware, Lackawanna and Western,	26,200,000 00	26,200,000 00	26,200,000 00	26,200,000 00	26,200 000 00
Delaware River and Lancaster,	21,964 00	21,984 00	21,987 00	27,887 00	235,000 00
Delaware, Susquehanna and Schuylkill,	.....	.....	.....	.....	76,000 00
Dillsburg and Mechanicsburg,	89,700 00	89,700 00	89,700 00	89,800 00	89,800 00
Dunkirk, Allegheny Valley and Pittsburgh,	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00	1,300,000 00
Dowingtown and Lancaster,	.....	.....	.....	250,000 00	300,000 00
Easton and Bangor Railway Company,	.....	300,000 00	300,000 00	300,000 00	.....
East Brandywine and Waynesburg,	155,450 00	155,450 00	155,450 00	.....	.....
East Broad Top,	796,448 00	796,448 00	796,448 00	796,448 00	815,589 43
Eastern Heights,	1,500 00	.....	.....	1,500 00	1,500 00
East Mahanoy,	410,050 00	479,700 00	479,700 00	479,700 00	497,750 00
East Pennsylvania,	1,714,950 00	1,714,950 00	1,714,950 00	1,914,950 00	1,730,450 00
Ebensburg and Cresson,	42,000 00	42,000 00	42,000 00	42,000 00	42,000 00

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Lancaster and Reading Narrow Gauge,	82,720 00	82,720 00	85,000 00	82,720 00	82,720 00
Lebanon and Reading,					30,000 00
Lawrence,	500,000 00	500,000 00			
Lehigh and Lackawanna,	375,100 00	375,100 00	370,500 00	370,500 00	370,500 00
Lehigh Valley,	33,098,700 00	33,218,850 00	33,234,850 00	40,220,960 00	40,441,100 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Ligonier Valley,	100,000 00	100,000 00	150,000 00	150,000 00	10,000 00
Little Saw-Mill Run,	144,375 00	144,375 00	144,375 00	144,375 00	144,375 00
Little Schuylkill Navigation,	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00	2,487,850 00
Littlestown,	34,850 00	34,850 00	34,850 00	34,850 00	34,850 00
Loyalsock,	36,487 24	38,101 04	51,249 99	71,623 15	154,194 22
Lykens Valley,	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Martin's Creek,	4,000 00	4,000 00	4,000 00	30,000 00	30,000 00
McKean and Buffalo,	388,200 00			400,000 00	
McKeesport,					20,000 00
McKeesport Connecting,					800 00
McKeesport and Belle Vernon,			15,400 00	600,000 00	700,000 00
McKeesport and Bessemer,				2,200 00	2,200 00
Meadville and Linesville,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Mifflin and Centre County,	167,775 00	167,775 00	167,775 00	167,775 00	167,775 00
Mill Creek and Mine Hill Navigation,	323,375 00	323,375 00	323,375 00	323,375 00	323,375 00
Milton and North Mountain,	3,245 00				
Mine Hill and Schuylkill Haven,	4,081,900 00	4,081,900 00	4,081,900 00	4,081,900 00	4,081,900 00
Mineral Ridge,					800 00
Middletown and Hummelstown,				10,000 00	60,010 00
Monongahela Connecting,	3,000 00	300,000 00	300,000 00	300,000 00	445,000 00
Mont Alto,	110,000 00	110,000 00	110,000 00	110,000 00	110,000 00
Montour,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Montrose,	304,900 00	304,900 00	304,900 00	304,900 00	304,900 00
Mount Carbon and Port Carbon,	282,350 00	282,350 00	282,350 00	282,350 00	282,350 00
Mount Oliver Incline Plane,*	31,616 00	31,616 00			
Mount Pleasant and Broad Ford,	150,500 00	150,500 00	150,500 00	150,500 00	150,500 00
Mount Pleasant and Latrobe,	6,500 00	6,500 00	6,500 00	6,500 00	6,500 00
Mount Penn Gravity,					100,000 00
Monongahela Incline Plane,*	123,600 00	140,000 00			
Monongahela North Shore,	2,200 00				
Nescopeck,		24,000 00	259,000 00	259,000 00	259,000 00
Nequehoning Valley,	1,400,000 00	1,400,000 00	1,400,000 00	1,412,500 00	4,412,500 00
Neversink Mountain,					64,450 00
Newry,	11,925 00	11,925 00	11,925 00	11,925 00	
New Castle and Beaver Valley,	700,000 00	700,000 00	700,000 00	700,000 00	700,000 00

* See street passenger railway reports.

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Philadelphia, Germantown and Norristown,	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00	2,246,900 00
Philadelphia and Lehigh Valley,	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00
Philadelphia Midland,	250,000 00	250,000 00	250,000 00	250,000 00	. . .
Philadelphia, Newtown and New York,	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00	1,200,000 00
Philadelphia and Reading,	37,669,925 28	39,283,961 78	40,119,211 78	39,480,361 78	39,480,361 78
Philadelphia and Trenton,	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00	1,259,100 00
Philadelphia, Wilmington and Baltimore,	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00	11,819,350 00
Pickering Valley,	95,655 00	96,850 00	95,655 00	95,655 09	95,655 00
Pine Creek,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pittsburgh, Butler and Shenango,	. . .	. . .	. . .	. . .	500,000 00
Pittsburgh and Castle Shannon,	481,400 00	481,400 00	481,400 00	481,400 00	481,400 00
Pittsburgh, Chartiers and Youghiogheny,	593,600 00	593,600 00	593,600 00	593,600 00	593,600 00
Pittsburgh, Cincinnati and St. Louis,	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00	8,437,200 00
Pittsburgh and Connellsville,	1,956,091 05	1,956,091 05	1,956,091 05	1,956,991 05	1,944,400 00
Pittsburgh East End,	10,800 00	11,250 00	11,250 00	11,250 00	. . .
Pittsburgh, Fort Wayne and Chicago,	30,491,085 71	30,491,085 71	30,958,685 71	31,736,285 71	32,090,785 71
Pittsburgh Junction,	1,440,000 00	1,440,000 00	1,440,000 00	1,440,000 00	1,440,000 00
Pittsburgh and Lake Erie,	2,050,000 00	. . .	2,050,000 00	2,050,000 00	3,075,000 00
Pittsburgh and Mansfield,	. . .	2,500 00	2,500 00	2,500 00	2,520 00
Pittsburgh, McKeesport and Youghiogheny,	3,100,000 00	. . .	3,100,000 00	3,100,000 00	3,259,650 00
Pittsburgh, Shenango and Lake Erie,	. . .	. . .	. . .	. . .	2,150,000 00
Pittsburgh and Northern,	. . .	. . .	. . .	150,000 00	150,000 00
Pittsburgh, Virginia and Charleston,	1,505,600 00	1,505,200 00	1,505,200 00	1,805,200 00	1,906,750 00
Pittsburgh and White Hall,	. . .	300,000 00	300,000 00	. . .	. . .
Pitsburgh and Western,	7,250,000 00	7,250,000 00	12,000,000 00	12,000,000 00	12,000,000 00
Pittsburgh, Youngstown and Ashtabula,	. . .	. . .	3,033,341 58	3,033,341 58	3,033,341 58
Philadelphia Belt Line,	. . .	. . .	. . .	. . .	20,000 00
Philadelphia and Chester Valley.	. . .	. . .	. . .	755,100 00	755,100 00
Philadelphia and Reading Terminal,	. . .	. . .	. . .	30,000 00	30,000 00
Plymouth,	12,050 00	12,050 00	12,050 00	12,050 00	12,050 00
Point Breeze,	7,200 00	. . .	. . .	7,200 00	7,200 00
Pomeroy and Newark,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Pottsville and Mahanoy,	150,000 00	. . .	. . .	. . .	. . .
Philadelphia and Northern,	20,000 00	. . .	. . .	. . .	. . .
Pittsburgh and Northern,	. . .	. . .	. . .	150,000 00	. . .
Pittsburgh and State Line,	1,200,000 00	1,200,000 00	. . .	. . .	. . .
Reading and Columbia,	958,268 09	958,268 09	958,268 09	958,268 09	958,268 09
Reading and Lebanon,	16,500 00	. . .	. . .	. . .	. . .
Reading, Marietta and Hanover,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Rew City and Eldred,	111,000 00	111,000 00	111,000 00	111,000 00	111,000 00
Ridgway and Clearfield,	491,000 00	491,000 00	491,000 00	491,000 00	491,000 00
Ridgway and Oil City,	180,500 00	. . .	. . .	. . .	. . .
Riegelsville,	5,000 00	5,000 00	5,000 00	5,000 00	. . .

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

Susquehanna and Clearfield,	286,000 00	286,000 00	286,000 00	286,000 00	286,000 00
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Sunbury and Lewistown,	39,000 00	600,000 00	600,000 00	600,000 00	600,000 00
Tioga,	580,900 00	580,900 00	580,900 00	580,900 00	580,900 00
Tionesta and Clarion,	45,600 00	45,600 00	45,600 00	.....	.....
Tionesta Valley,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Tipton,	.....	43,250 00	43,250 00	43,250 00	43,250 00
Trescow,	130,000 00	130,000 00	130,000 00	130,000 00	130,000 00
Trenton Cut-off,	.....	.....	.....	.....	10,000 00
Trout Run,	.....	.....	.....	.....	25,000 00
Turtle Creek Valley,	.....	.....	.....	100,000 00	100,000 00
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Ursina and North Fork,	1,000 00	1,000 00	20,000 00	20,000 00	20,000 00
Union,	.....	.....	.....	.....	2,500 00
Warren and Farnesworth,	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Waynesburg and Washington,	101,674 97	101,804 97	101,804 97	101,804 97	101,854 97
West Chester,	165,000 00	165,000 00	165,000 00	165,000 00	165,000 00
West Chester and Phœnixville,	2,500 00	.....	.....	.....	12,750 00
Western Maryland,	682,950 00	683,750 00	684,150 00	684,700 00	1,008,700 00
Western Pennsylvania,	1,022,450 00	1,022,450 00	1,300,000 00	1,775,000 00	1,775,000 00
Western New York and Pennsylvania,	.....	.....	.....	30,000,000 00	30,000,000 00
West Penn and Shenango Connecting,	500,000 00	.....	500,000 00	.....	.....
Wheeling, Pittsburgh and Baltimore,	500,000 00	500,000 00	5,500,000 00	5,500,000 00	5,500,000 00
Wilcox,	.....	25,000 00	25,000 00	25,000 00	25,000 00
Wilkes-Barre and Scranton,	.....	2,400 00	500,000 00	500,000 00	500,000 00
Wilkes-Barre and Harvey's Lake,	5,000 00	.....	150,000 00	150,000 00	150,000 00
Wilkes-Barre and Western,	.....	.....	455,100 00	455,100 00	455,000 00
Williamsport and Clearfield,	4,500 00	.....	.....	.....	4,500 00
Williamsport and North Branch,	525,000 00	675,200 00	676,700 00	721,700 00	749,200 00
Wilmington and Northern,	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00	1,278,050 00
Wind Gap and Delaware,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
York and Peach Bottom,	249,250 00	249,250 00	249,250 00	249,250 00	125,000 00
Youghiogheny Connecting,	.....	.....	.....	.....	10,000 00
Youghiogheny and Elizabeth,	5,000 00	5,000 00	5,000 00	5,000 00	5,000 00
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Total,	$752,552,648 79	$681,331,108 00	$749,690,419 52	$776,066,315 60	$799,987,217 65

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11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50

Cleveland and Pittsburgh,	5,352,343 63	5,370,343 63	5,201,343 63	5,150,343 63	6,669,628 63
Colebrookdale,	719,064 01	702,805 62	670,644 35	654,463 66	866,325 89
Colebrook Valley,	85,000 00	. . .	. . .	. . .	. . .
Columbia and Port Deposit,	2,789,550 00	2,886,290 00	2,945,356 26	2,940,608 00	2,946,140 00
Confluence and Oakland,	. . .	. . .	. . .	. . .	200,000 00
Connecting,	1,505,503 73	1,545,537 88	1,699,359 51	1,706,960 84	1,920,758 29
Corning, Cowanesque and Antrim,	1,250,000 00	1,250,000 00	1,250,000 00	1,250,000 00	1,250,000 00
Cornwall,	55,745 48	2,383 21	70,808 28	90,000 00	67,000 00
Cornwall and Mt. Hope,	87,178 55	86,913 65	. . .	. . .	. . .
Cornwall and Lebanon,	291,066 55	596,427 59	697,638 46	678,618 58	835,581 71
Coudersport and Port Allegany,	. . .	. . .	. . .	. . .	75,000 00
Cresson, Clearfield County and New York Short-Route,	753,800 00	750,000 00	778,800 00	813,820 58	. . .
Cumberland Valley,	270,500 00	270,000 00	270,000 00	270,000 00	493,371 86
Danville and Riverside,	368 23	418 23	468 23	468 23	468 23
Delaware and Hudson Canal Company's Railroad,	15,378,000 00	15,378,000 00	15,378,000 00	15,378,000 00	15,378,000 00
Delaware, Lackawanna and Western,	3,674,000 00	3,674,000 00	3,674,000 00	3,674,000 00	11,797,644 05
Delaware River and Lancaster,	2,001,550 00	2,001,800 00	2,002,323 04	2,002,367 51	2,004,890 68
Delaware, Susquehanna and Schuylkill,	. . .	. . .	. . .	. . .	97,097 51
Dillsburg and Mechanicsburg,	100,000 00	100,000 00	100,000 00	100,000 00	109,171 50
Downingtown and Lancaster,	. . .	. . .	. . .	250,000 00	491,553 29
Dunkirk, Allegheny Valley and Pittsburgh,	3,431,840 86	3,441,566 60	3,469,344 31	3,461,575 38	3,151,619 93
Easton and Bangor,	400,000 00	2,000 00	. . .	. . .	. . .
East Brandywine and Waynesburg,	623,293 50	708,197 25	734,352 80	. . .	. . .
East Broad Top,	555,344 08	566,010 51	558,162 53	561,985 27	683,846 89
East Mahanoy,	. . .	. . .	. . .	. . .	16,927 08
East Pennsylvania,	495,900 00	495,900 00	495,900 00	495,000 00	495,000 00
Ebensburg and Cresson,	80,000 00	80,000 00	80,000 00	80,000 00	80,000 00
Edgewood,	19,532 64	19,532 64	19,532 64	19,532 64	19,532 64
Elmira and Williamsport,	1,570,000 00	1,570,000 00	1,570,000 00	1,570,000 00	1,570,095 00
Erie and Pittsburgh,	3,283,886 04	3,305,983 61	3,299,034 21	3,306,879 04	3,303,381 84
Erie and Wyoming Valley,	2,756,589 57	3,765,156 63	3,730,620 71	3,725,152 55	3,788,546 05
Evergreen,	34,148 42	39,716 11	. . .	. . .	. . .
Falls Creek,	. . .	. . .	. . .	. . .	1,078 65
Frankford and Holmesburg,	50,000 00	50,000 00	50,000 00	50,000 00	145,472 81
Frankford Creek,	. . .	. . .	. . .	. . .	5,657 17
Fort Pitt Incline Plane, *	32,635 05	32,400 00	. . .	. . .	. . .
Gettysburg and Harrisburg,	352,378 96	. . .	368,027 02	370,710 07	388,330 80
Greenlick Narrow Gauge,	4,360 16	4,385 20	5,216 00	6,846 53	8,333 52
Hanover Junction, Hanover and Gettysburg,	254,000 00	250,000 00	. . .	. . .	. . .
Hanover and York,	194,600 00	194,600 00	191,100 00	191,100 00	245,048 37

* See street passenger railway reports.

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Nescopeck,	. . . . .	. . . . .	212,649 90	235,245 01	255,428 94
Nesquehoning Valley,	5,774 58	5,774 58	5,774 58	. . . . .	8,291 11
Newry,	25,131 72	25,131 72	25,131 72	25,131 72	. . . . .
New Castle and Beaver Valley,	. . . . .	. . . . .	. . . . .	. . . . .	1,966 49
New Castle Railroad and Mining,	3,500 00	10,585 00	10,585 00	6,350 00	. . . . .
New Castle and Shenango Valley,	. . . . .	. . . . .	. . . . .	230,000 00	250,000 00
New Brighton and New Castle,	400,000 00	400,000 00	. . . . .	. . . . .	. . . . .
New York, Chicago and St. Louis,	22,756,000 00	22,756,000 00	20,000,000 00	19,890,000 00	20,461,525 69
New York, Lake Erie and Western,	75,268,485 10	. . . . .	78,550,865 10	78,567,245 10	83,445,373 32
New York, Lake Erie and Western Coal	3,091,183 62	3,087,970 43	3,086,632 65	3,086,632 65	3,000,000 00
New York and Northern Pennsylvania,	. . . . .	. . . . .	50,000 00	50,000 00	50,000 00
New York, Pennsylvania and Ohio,	99,098,037 78	101,738,040 00	104,328,167 41	107,079,479 02	111,950,899 96
New York, Susquehanna and Western,	8,262,984 94	8,330,230 00	8,602,366 66	8,391,610 81	8,136,000 00
Nittany Valley,	. . . . .	. . . . .	. . . . .	80,600 00	89,687 59
Northern Central,	14,901,000 00	14,801,000 00	14,697,000 00	14,588,000 00	15,755,696 39
North-East Pennsylvania,	409,039 75	419,759 86	435,016 12	449,831 95	762,575 80
North Pennsylvania,	7,021,500 00	7,142,500 00	7,142,500 00	7,200,000 00	7,540,296 54
North and West Branch,	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,501,198 50
Ohio and Baltimore Short Line,	1,129,144 50	500,000 00	1,233,002 16	1,295,193 24	1,394,789 25
Oil City and Ridgway,	15,000 00	15,000 00	15,000 00	. . . . .	. . . . .
Ontario, Carbondale and Scranton,	. . . . .	. . . . .	. . . . .	. . . . .	1,536,851 83
Pennsylvania and North Western,	. . . . .	. . . . .	. . . . .	. . . . .	1,747,129 27
Pennsylvania,	63,388,690 00	63,382,690 00	63,380,690 00	63,378,740 44	100,170,526 29
Pennsylvania Company,	20,303,326 36	22,336,201 67	16,499,000 00	18,846,000 00	27,010,159 28
Pennsylvania, Lehigh and Easton,	. . . . .	. . . . .	. . . . .	. . . . .	11,193 96
Pennsylvania and New York Canal and Railroad,	4,332,752 47	4,050,147 77	4,109,082 02	3,002,000 00	10,016,000 00
Pennsylvania, Poughkeepsie and Boston,	. . . . .	. . . . .	1,500,000 00	7,860,027 62	2,570,004 58
Pennsylvania Schuylkill Valley,	4,808,704 89	6,730,992 95	7,435,022 32	. . . . .	7,689,699 68
Pennsylvania and Western,	200,000 00	200,000 00	200,000 00	200,000 00	. . . . .
Pennsylvania Coal,	454,301 10	. . . . .	. . . . .	. . . . .	. . . . .
People's,	29,523 04	27,801 87	23,000 00	23,000 00	37,260 59
Perkiomen,	2,705,720 42	2,780,720 42	2,832,341 93	2,927,550 10	2,915,527 39
Perry County,	. . . . .	. . . . .	. . . . .	. . . . .	59,250 00
Philadelphia and Baltimore Central,	2,161,512 50	2,161,512 50	2,161,562 50	2,161,512 50	2,109,432 08
Philadelphia and Chester Valley,	. . . . .	. . . . .	. . . . .	322,431 00	380,914 51
Philadelphia and Erie,	19,419,000 00	19,404,000 00	19,389,000 00	19,474,000 00	19,474,000 00
Philadelphia, Germantown and Chestnut Hill,	1,153,375 29	1,198,441 57	1,211,357 75	1,247,500 00	1,071,800 00
Philadelphia and Delaware County,	. . . . .	. . . . .	. . . . .	. . . . .	250,232 00
Philadelphia Midland,	250,000 00	250,000 00	250,000 00	250,000 00	. . . . .
Philadelphia, Newtown and New York,	700,000 00	700,000 00	700,000 00	700,000 00	868,416 59
Philadelphia and Reading,	103,756,625 26	102,726,793 00	99,775,179 72	144,436,058 08	150,766,504 51

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Shamokin Valley and Pottsville,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,073,350 00
Sharon,	156,000 00	577,100 00	577,100 00	582,950 00	164,016 63
Sharpsville,	68,356 53	81,513 38	81,413 11	85,734 33	93,219 56
Shenango and Allegheny,	1,470,306 35	. . . . .	1,497,860 83	. . . . .	. . . . .
Shenango Valley,	. . . . .	. . . . .	55,200 00	111,858 98	4,171 71
Somerset County,	18,000 00	18,000 00	12,000 00	6,000 00	6,000 00
Somerset and Cambria,	975,000 00	975,000 00	782,500 00	769,230 18	754,500 00
South Mountain,	100,000 00	. . . . .	100,000 00	100,000 00	100,000 00
South Pennsylvania,	6,000,000 00	6,000,000 00	6,000,000 00	6,000,000 00	6,000,000 00
Southern Pennsylvania,	625,000 00	625,000 00	625,000 00	625,000 00	649,855 03
South-West Pennsylvania,	1,000,000 00	1,000,000 00	901,150 00	901,150 00	1,033,268 16
State Line,	. . . . .	. . . . .	. . . . .	5,347 14	. . . . .
State Line and Sullivan,	300,000 00	300,000 00	300,000 00	300,000 00	329,074 69
Stewart,	. . . . .	. . . . .	. . . . .	7,322 59	. . . . .
Stony Creek,	720,201 69	748,895 92	773,287 43	818,605 30	825,748 23
Susquehanna and Clearfield,	285,000 00	299,250 00	327,500 00	334,750 00	340,385 02
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	2,535,000 00	2,535,000 00	2,535,000 00	2,537,611 50
Sunbury and Lewistown,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Tioga,	819,042 00	819,042 00	819,042 00	819,942 00	789,842 00
Tionesta Valley,	116,359 03	111,021 78	101,464 69	92,471 77	79,943 93
Tresckow,	103,377 19	103,377 19	103,537 02	103,537 02	137,378 40
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,032,370 33
Trenton Cut-Off,	. . . . .	. . . . .	. . . . .	. . . . .	467,063 18
Turtle Creek Valley,	. . . . .	. . . . .	. . . . .	44,333 03	92,987 13
Waynesburg and Washington,	98,900 00	98,900 00	98,900 00	98,900 00	140,026 23
West Chester,	75,000 00	75,000 00	75,000 00	75,000 00	103,496 96
Western Maryland,	4,515,038 53	4,554,392 33	4,444,481 57	4,572,033 21	5,457,843 62
Western Pennsylvania,	4,300,000 00	4,300,000 00	4,200,000 00	4,225,000 00	4,292,090 24
Western, New York and Pennsylvania,	. . . . .	. . . . .	. . . . .	30,600,275 88	31,592,287 91
West Penn and Shenango Connecting,	484,664 52	. . . . .	484,664 52	. . . . .	. . . . .
Wheeling, Pittsburgh and Baltimore,	258,149 12	682,702 82	5,500,000 00	5,583,379 24	5,500,000 00
Wilkes-Barre and Scranton,	. . . . .	. . . . .	. . . . .	500,000 00	500,000 00
Wilkes-Barre and Harvey's Lake,	. . . . .	45,000 00	43,674 78	54,721 35	102,056 64
Wilkes-Barre and Western,	. . . . .	. . . . .	407,000 00	407,000 00	396,000 00
Williamsport and Clearfield,	230,000 00	230,000 00	. . . . .	. . . . .	230,000 00
Williamsport and North Branch,	247,000 00	404,380 00	400,000 00	390,000 00	408,773 87
Wilmington and Northern,	225,000 00	248,200 00	287,900 00	500,000 00	636,549 02
Wind Gap and Delaware,	15,697 32	15,963 87	43,417 64	107,542 17	110,017 72
York and Peach Bottom,	240,250 00	331,580 00	333,158 70	333,158 70	245,000 00
Total,	$802,237,453 64	$796,077,547 08	$809,789,470 42	$865,723,298 38	$984,123,679 30

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Cleveland and Pittsburgh,	17,260,883 97	17,372,475 58	17,423,061 01	17,509,418 15	17,851,080 07
Colebrookdale,	672,029 58	672,029 58	672,029 58	672,020 58	672,341 93
Colebrook Valley,	479,898 62	.....	.....	.....	.....
Columbia and Port Deposit,	2,024,327 16	2,027,473 96	2,033,795 22	2,036,181 74	2,047,853 47
Confluence and Oakland,	.....	.....	.....	.....	230,000 00
Connecting,	2,772,478 53	2,823,837 88	2,947,659 51	2,985,260 84	3,196,780 84
Corning, Cowanesque and Antrim,	3,250,000 00	3,250,000 06	3,250,000 00	3,250 000 00	3,250,000 00
Cornwall,	584,874 18	588,227 44	847,971 21	879,622 62	854,030 69
Cornwall and Lebanon,	487,686 80	1,195,766 00	1,307,420 43	1,254,567 14	1,421,216 33
Cornwall and Mt. Hope,	189,975 32	192,510 28	.....	.....	.....
Coudersport and Port Allegany,	150,000 00	156,700 00	163,000 00	163,000 00	243,468 00
Cresson, Clearfield County and New York Short Route,	1,700,000 00	1,777,000 16	.....	.....	.....
Cumberland Valley,	1,991,826 30	.....	1,994,709 21	2,003,420 77	2,019,416 70
Danville and Riverside,	4,158 23	4,208 23	4,258 23	.....	.....
Danville and Shamokin,	26,710 00	26,710 00	.....	26,710 00	26,710 00
Delaware and Hudson Canal Company's Railroad,	5,200,677 18	5,266,403 43	6,424,599 36	6,630,100 13	5,722,928 72
Delaware, Lackawanna and Western,	26,670,963 40	26,678,070 64	34,669,225 78	26,598,390 79	26,699,133 50
Delaware River and Lancaster,	23,073 00	23,623 00	23,862 94	29,807 41	.....
Delaware, Susquehanna and Schuylkill,	.....	.....	.....	.....	138,596 11
Dillsburg and Mechanicsburg,	181,121 21	.....	.....	.....	203,887 74
Dowingtown and Lancaster,	.....	.....	.....	500,000 00	671,388 40
Dunkirk, Allegheny Valley and Pittsburgh,	4,820,875 07	4,820,875 07	4,820,875 07	4,820,875 07	4,541,256 67
East Brandywine and Waynesburg,	535,105 27	535,105 27	535,105 27	.....	.....
East Broad Top,	1,101,108 92	1,108,500 00	1,112,910 74	1,122,876 99	1,125,582 08
Eastern Heights,	.....	.....	1,098 92	1,190 78	.....
East Mahanoy,	479,743 44	479,743 44	497,743 44	479,743 44	497,792 68
East Pennsylvania,	1,890,050 08	1,890,050 08	1,890,050 08	1,890,050 08	1,905,586 01
Ebensburg and Cresson,	122,000 00	.....	122,000 00	122,000 00	.....
Edgewood,	30,172 36	30,172 36	48,172 36	30,172 36	21,532 64
Elmira and Williamsport,	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00
Erie and Pittsburgh,	5,076,662 54	5,076,662 44	5,076,662 44	5,076,662 44	5,076,662 44
Erie and Wyoming Valley,	4,112,589 57	4,941,156 63	5,148,559 70	5,149,879 83	5,449,196 68
Evergreen,	26,582 98	.....	.....	.....	.....
Fairchance and State Line,	.....	683 00	689 16	690 16	692 16
Fall's Creek,	.....	.....	.....	.....	29,290 63
Fayette County,	130,000 00	130,000 00	130,000 00	130,000 00	.....
Frankford Creek,	.....	.....	.....	.....	15,525 00
Frankford and Holmesburg,	.....	.....	.....	.....	150,000 00
Fort Pitt Incline Plane,*	95,300 31	95,593 19	.....	.....	.....
Gettysburg and Harrisburg,	567,488 91	.....	567,488 91	567,488 91	568,288 91

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McKeesport and Bessemer,	. . .	. . .	. . .	2,183 54	17,502 03
Middletown and Hummelstown,	. . .	. . .	. . .	. . .	71,485 00
Mifflin and Centre County,	365,789 39	365,789 39	365,789 39	365,989 39	365,939 39
Mill Creek and Mine Hill Navigation,	323,045 00	323,045 00	323,045 00	323,045 00	323,045 00
Mine Hill and Schuylkill Haven,	4,037,236 19	. . .	. . .	. . .	. . .
Monongahela Connecting,	. . .	299,691 08	496,038 45	560,823 00	682,028 38
Monongahela Incline Plane,*	250,000 00	250,000 00	. . .	. . .	. . .
Mont Alto,	342,134 25	342,134 25	342,134 25	235,000 00	235,000 00
Montour,	298,800 00	. . .	. . .	. . .	. . .
Montrose,	374,049 31	374,049 31	374,049 31	374,049 31	373,969 31
Mount Carbon and Port Carbon,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Oliver Incline Plane,*	88,065 53	103,031 85	. . .	. . .	. . .
Mornt Pleasant and Broad Ford,	201,669 69	201,669 69	201,609 69	201,669 69	202,064 40
Mount Pleasant and Latrobe,	. . .	. . .	. . .	12,989 59	13,030 34
Mount Penn Gravity,	. . .	. . .	. . .	. . .	112,688 50
Nescopeck,	. . .	372,987 08	459,674 57	460,395 28	460,395 28
Nesquehoning Valley,	1,405,904 47	1,405,907 47	1,405,904 47	1,412,637 78	1,418,756 35
New Brighton and Newcastle,	779,606 03	784,122 50	. . .	. . .	. . .
Newry,	25,408 44	25,408 44	25,408 44	25,408 44	. . .
New Castle and Beaver Valley,	876,342 18	876,342 18	876,671 49	876,671 49	877,059 84
New Caslte and Shenango Valley,	. . .	. . .	. . .	. . .	538,566 62
New York, Chicago and St. Louis,	70,892,414 07	70,894,426 85	49,980,087 25	50,189,459 85	49,840,197 76
New York, Lake Erie and Western,	12,722,610 64	12,761,536 52	14,138,567 97	14,772,494 27	161,145,923 43
New York, Lake Erie and Western Coal,	1,965,668 23	2,008,943 50	2,023,550 19	2,052,724 45	2,056,301 81
New York and North Pennsylvania,	. . .	. . .	100,000 00	100,000 00	100,000 00
New York, Pennsylvania and Ohio,	143,383,501 94	145,921,809 08	148,553,361 57	151,252,383 28	157,164,043 73
New York, Ridgway and Pittsburgh,	47,000 00	49,500 00	51,000 00	51,000 00	. . .
New York, Susquehanna and Western,	26,393,494 01	27,031,080 53	27,951,740 88	28,111,087 35	28,497,434 59
Nittany Valley,	. . .	. . .	. . .	140,917 28	176,952 32
Northern Central,	18,065,418 33	17,966,688 53	18,241,423 99	18,427,065 42	18,794,970 29
North-East Pennsylvania,	306,041 96	306,041 96	306,041 96	306,041 96	418,159 47
North Pennsylvania,	11,538,634 94	11,833,662 20	11,833,643 77	11,987,179 05	11,983,117 41
North and West Branch,	3,078,734 45	3,089,095 44	3,092,649 44	3,120,911 61	3,306,900 20
Ohio and Baltimore Short Line,	1,421,411 74	1,479,275 16	1,479,275 16	1,480,268 79	1,521,613 58
Oil City and Ridgway,	71,427 43	71,427 43	71,427 43	71,427 43	71,427 43
Ontario, Carbondale and Scranton,	. . .	. . .	. . .	. . .	2,981,384 76
Pennsylvania, Lehigh and Easton,	. . .	. . .	. . .	. . .	188,501 96
Philadelphia and Delaware County,	. . .	. . .	. . .	. . .	500,000 00
Pennsylvania,	62,731,270 67	63,851,609 34	67,625,744 71	68,793,078 34	88,735,287 86
Pennsylvania Company,	. . .	. . .	. . .	. . .	5,764,299 57
Penn Gas Coal Company's,	376,387 24	376,287 24	377,887 24	377,884 24	377,887 24

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Pittsburgh, and Western,	15,041,641 16	15,487,700 89			2,123,811 26
Pittsburgh, Youngstown, and Ashtabula,			5,731,307 20	6,034,227 89	6,131,304 22
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Pottsville and Mahanoy,	613,885 63				
Reading and Columbia,	2,438,722 57	2,438,722 57	2,435,939 12	2,434,569 12	2,440,588 84
Reading, Marietta and Hanover,					332,587 11
Rew City and Eldred,	113,030 40	113,087 40	113,087 40	113,087 40	113,087 40
Ridgway and Clearfield,	980,985 91	981,174 13	981,174 13	981,920 22	985,469 80
River Front,	518,729 73	547,079 67	588,483 05	561,277 72	632,496 82
Rochester and Pittsburgh,	25,231,281 59				
Rupert and Bloomsburg,					55,122 82
Salisburg,	243,108 00	249,482 64		258,570 75	266,540 24
Schuylkill and Lehigh,		1,063,800 32	1,063,800 32	1,063,800 32	1,063,800 32
Schuylkill River West Side,					2,859 10
Schuylkill River East Side,				9,000,000 00	9,000,000 00
Schuylkill Valley Navigation Railroad,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
Shamokin, Sunbury and Lewisburg,	2,637,758 53	2,659,428 92	2,663,883 62	2,670,255 86	2,973,761 62
Shamokin Valley and Pottsville,	2,875,700 00	2,875,700 00	2,875,700 00	2,875,700 00	2,876,150 00
Sharon,	567,879 48	580,972 81	580,972 81	584,486 18	602,316 63
Sharpsville,	419,659 32	433,197 77	438,655 42	448,465 73	450,196 43
Shade Creek,					7,630 59
Shenango and Allegheny,	1,845,872 69		1,852 613 87		
Shenango Valley,			55,200 00	111,858 98	127,787 33
Sinnemahoning and Sheffield,	15,000 00	16,500 00	19,500 00		
Sinnemahoning Valley,	61,100 00	90,000 00	90,000 00	90,000 00	90,000 00
Slate Run,	35,000 00	72,500 00	75,000 00	84,917 82	86,442 21
Slatington,					1,729 69
Somerset County,	72,143 06	73,143 06	72,143 06	74,293 06	74,300 00
Somerset and Cambria,	1,317,194 82	1,317,194 82	1,324,737 86	1,334,778 74	1,334,917 19
South Mountain,	390,764 41		390,764 41	390,764 41	390,764 41
Southern Pennsylvania,	625,000 00	625,000 00	625;000 00	625,000 00	1,425,000 00
South-West Pennsylvania,	1,567,040 35	1,615,766 43	1,809,683 98	1,943,996 74	2,300,370 01
State Line,	85,672 65	113,820 46	131,019 77	146,107 23	158,781 12
State Line and Sullivan,					1,246,351 48
Stewart,			158 65	7,322 59	7,114 20
Stewartstown,	72,900 00	74,671 15	76,067 65	76,067 65	76,067 65
Stony Creek,	551,823 75	552,832 85	553,134 09	553,202 09	544,104 88
Susquehanna and Clearfield,	570,247 44	570,912 55	570,912 55	570,912 55	570,912 55
Sunbury, Hazleton and Wilkesbarre,	3,535,109 96	3,535,109 96	3,535,109 96	3,535,109 96	3,535,109 96
Sunbury and Lewistown,					1,100,000 00
Tioga,	1,469,281 68	1,472,816 23	1,473,816 23	1,473,846 82	1,474,521 93
Tionesta Valley,	206,740 11	209,690 11	209,690 11	209,690 11	237,430 87
Tipton,	23,621 54	43,250 00	43,250 00	43,250 00	43,250 00

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COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
Tresckow,	$233,377 19	$233,377 19	$233,537 02	$233,537 02	$267,378 40
Trout Run,	.....	.....	.....	.....	35,240 00
Trenton Cut-off,	.....	.....	.....	.....	467,063 18
Turtle Creek Valley,	.....	.....	.....	44,333 03	192,987 13
Tyrone and Clearfield,	1,640,373 53	1,799,389 00	1,857,120 61	1,905,272 95	1,959,674 65
Ursina and North Fork,	.....	.....	22,500 00	30,000 00	30,000 00
Warren and Farnesworth,	168,349 48	168,349 48	168,349 48	168,349 48	169,916 65
Waynesburg and Washington,	197,994 84	238,601 36	244,634 00	245,713 45	253,955 75
West Chester,	276,389 50	276,389 50	276,389 50	276,389 50	281,282 71
West Chester and Phœnixville,	14,670 28	.....	.....	.....	20,222 23
Western Maryland,	5,023,201 89	5,052,056 02	5,068,755 65	5,301,423 38	5,397,354 18
Western New York and Pennsylvania,	.....	.....	.....	60,112,348 83	61,500,738 71
Western Pennsylvania,	5,340,769 36	5,410,008 21	5,687,558 21	6,137,192 19	6,318,613 50
West Penn and Shenango Connecting,	982,213 44	.....	991,678 92	.....	.....
Wheeling, Pittsburgh and Baltimore,	829,631 30	1,229,493 83	6,971,247 11	7,042,600 22	7,073,028 80
Wilcox,	.....	25,000 00	25,000 00	25,000 00	25,000 00
Wilkes-Barre and Scranton,	.....	.....	.....	696,469 77	804,322 32
Wilkes-Barre and Harvey's Lake,	.....	172,000 00	193,674 78	207,135 67	252,056 64
Wilkes-Barre and Western,	.....	.....	862,100 00	862,100 00	862,000 00
Williamsport and North Branch,	.....	.....	.....	.....	1,150,492 22
Wilmington and Northern,	1,819,176 54	1,899,843 98	1,979,553 03	2,107,580 52	2,268,992 24
Wind Gap and Delaware,	65,697 32	65,963 87	93,417 64	157,542 17	160,017 72
York and Peach Bottom,	570,240 69	582,623 38	588,312 54	591,208 73	591,441 38
Youghiogheny Northern,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Total,	$1,015,333,515 16	$941,146,774 74	$1,013,450,739 76	$1,068,035,596 47	$1,311,245,952 80

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COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1989-90.
Addison and Pennsylvania,	.....	2,499	.....	.....	51,680
Allegheny Valley,	951,839	1,080,902	1,247,503	1,463,371	1,502,988
Baltimore and Cumberland Valley,	.....	.....	46,450	42,967	48,545
Baltimore and Cumberland Valley Extension,	100,241	105,490	58,084	53,233	60,630
Baltimore and Harrisburg,	.....	.....	85,517	109,207	150,933
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	45,947
Baltimore and Philadelphia,	60,185	70,834	309,480	781,697	.....
Bangor and Portland,	.....	.....	.....	.....	140,740
Barclay Coal Company's Railroad,	15,177	19,022	27,897	31,823	28,781
Beech Creek,	.....	64,473	144,914	168,603	163,346
Bell's Gap,	48,514	63,369	95,786	126,898	.....
Berlin,	.....	.....	6,279	7,603	8,314
Berlin Branch,	5,403	5,052	3,455	4,445	.....
Bradford, Bordell and Kinzua,	51,848	68,195	74,684	63,711	114,720
Bradford, Eldred and Cuba,	58,820	.....	39,031	.....	43,284
Buffalo, New York and Philadelphia,	1,168,672	1,215,244	1,205,404	.....	.....
Buffalo, Rochester and Pittsburgh,	.....	.....	.....	423,773	623,521
Catasauqua and Fogelsville,	11,097	11,492	12,406	11,281	13,417
Chartiers,	208,105	303,200	265,431	300,499	391,594
Cleveland and Pittsburgh,	1,023,264	1,138,095	1,253,900	1,264,749	1,477,335
Colebrook Valley,	68,174	.....	.....	.....	.....
Confluence and Oakland,	.....	.....	.....	.....	3,094
Corning, Cowanesque and Antrim,	148,530	152,591	172,717	182,103	181,158
Cornwall,	95,706	105,232	140,811	133,467	162,253
Cornwall and Mount Hope,	86,551	116,011	.....	.....	.....
Cornwall and Lebanon,	.....	.....	.....	.....	213,535
Coudersport and Port Allegany,	19,440	21,924	20,275	24,627	29,595
Cresson, Clearfield County and New York Short Route,	.....	20,374	53,699	78,579	.....
Cumberland Valley,	582,798	621,009	632,551	659,423	801,703
Delaware and Hudson Canal Company's Railroad,	266,007	412,997	923,425	1,027,729	1,069,360
Delaware, Lackawanna and Western,	1,051,018	1,193,042	1,347,982	1,507,955	1,533,812
Dillsburg and Mechanicsburg,	.....	.....	104,696	122,994	.....
Dunkirk, Allegheny Valley and Pittsburgh,	127,895	151,000	145,085	148,536	163,834
East Broad Top,	42,226	55,353	69,566	72,861	76,218
Elmira and Williamsport,	197,692	204,019	220,930	230,557	.....

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Pennsylvania Coal,	16,362	.....	.....	.....	.....
Penn Gas Coal Company's,	16,087	15,454	16,811	19,383	21,676
Pennsylvania, Poughkeepsie and Boston,	.....	.....	.....	.....	24,317
Pennsylvania and North Western,	.....	.....	.....	.....	125,323
Perry County,	.....	.....	.....	.....	10,661
Perkiomen,	165,577	170,912	167,861	175,464	163,776
Philadelphia and Erie,	1,010,150	1,075,232	1,134,646	1,183,761	.....
Philadelphia, Germantown and Chestnut Hill,	1,439,238	1,873,940	2,219,615	2,532,345	.....
Philadelphia and Chester Valley,	.....	.....	.....	35,642	48,905
Philadelphia, Newtown and New York,	305,663	400,309	442,497	.....	552,771
Philadelphia and Reading,	23,531,057	25,600,760	15,678,715	15,975,839	17,504,375
Philadelphia and Trenton,	5,120,018	5,853,721	6,643,395	7,096,083	.....
Philadelphia, Wilmington and Baltimore,	5,736,215	6,442,713	7,144,372	7,372,202	7,960,048
Pine Creek,	85,059	90,874	99,173	106,579	114,073
Pittsburgh and Castle Shannon,	247,698	353,615	406,730	451,968	553,981
Pittsburgh, Chartiers and Youghiogheny,	81,288	90,046	77,244	98,056	98,629
Pittsburgh, Cincinnati and St. Louis,	1,260,770	1,324,113	1,516,271	1,721,606	2,022,629
Pittsburgh and Connellsville,	.....	.....	2,129,835	2,182,300	2,444,581
Pittsburgh, Fort Wayne and Chicago,	3,219,197	3,422,178	3,749,756	4,042,920	4,558,036
Pittsburgh Junction,	258	199	200	.....	.....
Pittsburgh and Lake Erie,	508,652	.....	700,132	833,589	1,551,229
Pittsburgh, McKeesport and Youghiogheny,	209,518	.....	240,135	268,749	.....
Pittsburgh and Northern,	.....	.....	.....	.....	74,889
Pittsburgh, Shenango and Lake Erie,	.....	.....	.....	.....	180,020
Pittsburgh and Western,	.....	.....	.....	.....	866,009
Pittsburgh, Youngstown and Ashtabula,	.....	.....	315,044	351,901	407,096
Reading and Columbia,	.....	442,450	449,069	445,362	430,687
Rochester and Pittsburgh,	.....	76,580	.....	.....	.....
Rupert and Bloomsburg,	.....	.....	.....	.....	39,280
Salisbury,	.....	.....	5,136	5,815	4,154
Schuylkill River East Side,	.....	.....	.....	.....	798,420
Shamokin Valley and Pottsville,	154,742	161,506	193,323	281,110	.....
Sharpsville,	.....	.....	.....	.....	7,452
Shenango and Allegheny,	90,973	.....	95,782	.....	.....
Shenango Valley,	.....	.....	.....	.....	16,077
Slate Ridge and Delta,	.....	6,494	5,358	.....	.....
Somerset County,	.....	25	18	.....	.....
Somerset and Cambria,	.....	.....	81,151	82,725	106,548
South Mountain,	66,409	.....	83,021	100,668	102,072
Southern Pennsylvania,	.....	.....	24,239	25,335	.....
State Line,	.....	.....	.....	.....	52

* See street passenger railway reports.

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COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Stewartstown,	.....	13,486	14,979	15,181	14,618
Stony Creek,	107,542	106,099	99,064	94,117	86,802
Tioga,	.....	155,018	182,542	184,641	157,119
Tionesta Valley,	135,700	152,291	137,857	134,059	14,081
Warren and Farnesworth,	5,273	6,370	4,383	3,085	4,163
Waynesburg and Washington,	32,516	37,657	37,931	39,424	51,443
Western Maryland,	634,482	690,497	728,299	727,959	874,408
West Penn and Shenango Connecting,	49,929	.....	74,396	.....	.....
Western New York and Pennsylvania,	.....	.....	.....	1,205,120	1,392,022
Wheeling, Pittsburgh and Baltimore,	.....	.....	338,049	309,884	516,444
Williamsport and North Branch,	45,840	54,509	53,105	51,168	58,933
Wilmington and Northern,	254,010	315,105	320,679	328,628	395,227
York and Peach Bottom,	60,412	64,293	68,351	65,985	.....
Total,	80,885,589	89,414,891	92,252,124	99,649,869	125,897,059

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COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Addison and Pennsylvania,	81,064	58,954	36,924	94,732	60,001
Allegheny Valley,	2,407,866	2,619,461	2,899,693	3,379,567	4,224,777
Baltimore and Cumberland Valley,	.....	.....	40,281	48,988	50,597
Baltimore and Cumberland Valley Extension,	44,377	46,088	33,558	40,371	37,505
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	23,183
Baltimore and Harrisburg,	.....	.....	63,800	77,052	88,522
Baltimore and Ohio Short Line,	.....	986,236	.....	.....	.....
Baltimore and Philadelphia,	58,063	135,306	779,791	1,297,184	.....
Bangor and Portland,	62,805	82,330	95,372	106,208	137,860
Barclay Coal Company's Railroad,	278,527	232,305	210,894	211,343	161,956
Beech Creek,	818,530	721,136	1,491,093	1,877,107	2,077,399
Bell's Gap,	225,247	262,497	385,178	897,084	.....
Berlin,	17,960	23,773	13,289	34,120	48,554
Berlin Branch,	9,142	6,328	6,071	7,527	7,371
Bradford, Bordell and Kinzua,	23,924	41,962	60,618	73,481	83,636
Bradford, Eldred and Cuba,	11,058	17,922	16,924	13,280	26,468
Buffalo, New York and Philadelphia,	1,445,541	2,933,350	3,250,874	.....	.....
Buffalo, Rochester and Pittsburgh,	.....	.....	1,954,540	1,705,447	1,759,990
Catasauqua and Fogelsville,	231,268	308,315	373,844	334,643	330,923
Chartiers,	468,237	680,819	629,796	580,331	684,497
Cleveland and Pittsburgh,	2,420,867	3,051,233	3,324,029	3,670,874	4,552,159
Colebrook Valley,	256,699	.....	.....	.....	.....
Confluence and Oakland,	.....	.....	.....	.....	11,960
Corning, Cowanesque and Antrim,	2,062,852	1,910,144	2,430,697	2,689,817	2,925,151
Cornwall,	701,075	1,110,536	1,037,137	967,364	1,058,548
Cornwall and Lebanon,	374,876	571,705	546,615	766,949	822,533
Cornwall and Mt. Hope,	48,624	59,443	.....	.....	.....
Coudersport and Port Allegany,	23,000	30,848	40,230	59,820	71,372
Cresson, Clearfield County and New York Short Route,	.....	30,747	58,607	120,917	.....
Cumberland Valley,	609,819	769,179	910,878	789,080	1,098,800
Delaware and Hudson Canal Company's Railroad,	3,904,923	4,534,874	5,434,727	7,208,245	5,526,358
Delaware, Lackawanna and Western,	7,197,393	8,058,373	9,232,414	10,109,344	9,288,267
Delaware, Susquehanna and Schuylkill,	.....	.....	.....	.....	269,394
Dillsburg and Mechanicsburg,	60,759	.....	96,214	83,931	.....
Dunkirk, Allegheny Valley and Pittsburgh,	245,342	230,706	205,434	177,214	206,481
East Broad Top,	171,744	203,487	253,890	235,660	297,902

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CONSOLIDATED STATEMENT OF FINANCIAL STATE CE (Contd.)

Items of Income	1961	1962	1963	1964	1965-66
Sales Revenue	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Other Income	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Total Income	2,00,000	2,00,000	2,00,000	2,00,000	2,00,000
Cost of Goods Sold	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Gross Profit	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Selling Expenses	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Administrative Expenses	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Operating Profit	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Interest on Debentures	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Interest on Other Loans	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Net Profit before Tax	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Income Tax	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Net Profit after Tax	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Dividends	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Retained Profit	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Opening Balance	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Closing Balance	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Equity Capital	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Reserves	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Debentures	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Other Loans	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Total Liabilities	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Fixed Assets	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Investments	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Inventory	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Debtors	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Cash	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000
Total Assets	1,00,000	1,00,000	1,00,000	1,00,000	1,00,000

New York and North Pennsylvania,	.....	.....	20,415	31,016	24,332
New York, Pennsylvania and Ohio,	4,706,451	.....	5,916,489	6,138,850	7,656,542
New York, Susquehanna and Western,	849,310	918,467	1,019,535	1,068,604	1,189,134
Nittany Valley,	.....	.....	.....	49,141	126,735
Northern Central,	6,486,859	6,780,985	7,221,215	7,489,926	11,899,307
North-East Pennsylvania,	23,830	28,752	24,463	22,976	31,570
Ohio and Baltimore Short Line,	.....	1,020,156	126,076	180,400	177,769
Pennsylvania,	24,047,028	26,420,948	30,847,635	34,569,086	49,312,371
Pennsylvania Coal,	1,048,342	.....	.....	.....	.....
Penn Gas Coal Company's,	102,000	1,241,500	147,200	148,550	1,095
Pennsylvania and New York Canal and Railroad,	2,733,497	3,296,747	4,016,448	3,884,312	.....
Pennsylvania, Poughkeepsie and Boston,	.....	.....	.....	.....	75,859
Pennsylvania and North Western,	.....	.....	.....	.....	1,136,031
Perry County,	.....	.....	.....	.....	8,820
Perkiomen,	469,155	483,128	374,765	320,652	524,683
Philadelphia and Erie,	5,625,385	6,202,014	7,764,220	8,488,327	.....
Philadelphia, Germantown and Chestnut Hill,	33,147	50	66,770	78,471	.....
Philadelphia, Newtown and New York,	36,312	42,836	65,318	70,854	129,766
Philadelphia and Reading,	24,624,240	27,748,325	21,106,668	21,530,395	20,597,939
Philadelphia and Trenton,	6,266,482	6,385,651	7,217,628	8,572,813	.....
Philadelphia, Wilmington and Baltimore,	1,961,198	2,209,999	2,496,686	3,019,807	3,607,379
Philadelphia and Chester Valley,	.....	.....	.....	106,527	115,923
Pine Creek,	1,986,229	2,110,127	2,601,675	3,066,135	3,328,159
Pittsburgh and Castle Shannon,	65,310	39,590	32,000	28,673	24,779
Pittsburgh, Chartiers and Youghiogheny,	318,341	380,885	333,973	456,295	522,402
Pittsburgh, Cincinnati and St. Louis,	4,064,134	4,846,166	5,560,539	5,239,796	6,106,076
Pittsburgh and Connellsville,	2,983,846	3,847,361	3,905,340	3,861,034	4,956,925
Pittsburgh, Fort Wayne and Chicago,	4,775,551	5,413,597	6,315,075	6,210,816	7,965,936
Pittsburgh and Lake Erie,	2,284,504	.....	3,038,631	3,496,693	6,148,768
Pittsburgh, McKeesport and Youghiogheny,	1,485,715	.....	2,181,039	2,470,708	.....
Pittsburgh and State Line,	.....	602,240	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	.....	.....	.....	.....	513,656
Pittsburgh and Western,	.....	.....	.....	.....	2,544,768
Pittsburgh, Youngstown and Ashtabula,	.....	.....	2,023,175	2,817,564	4,050,309
Reading and Columbia,	968,132	606,127	627,948	501,603	485,542
Rochester and Pittsburgh,	992,519	924,513	207,121	.....	.....
Rupert and Bloomsburg,	.....	.....	.....	.....	29,093
Salisbury,	154,492	235,670	255,341	283,653	393,153
Schuylkill River East Side,	.....	.....	.....	.....	1,807,694
Shamokin Valley and Pottsville,	1,604,280	1,427,763	1,462,111	1,497,198	.....
Sharpsville,	67,140	166,047	101,438	208,865	90,916

*See street passenger railway report.

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COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Shenango and Allegheny,	333,270	.....	398,619	.....	.....
Sinnemahoning Valley,	.....	48,741	133,074	143,200	252,511
Slate Ridge and Delta,	1,937	.....	.....	.....	.....
Slate Run,	.....	7,300	29,753	36,700	36,600
Somerset County,	3,151	5,915	10,263	8,705	6,771
Somerset and Cambria,	235,081	313,965	257,082	306,897	285,053
South Mountain,	49,552	.....	69,479	84,852	84,820
Southern Pennsylvania,	25,481	.....	23,948	28,934	.....
State Line,	35,740	45,068	105,528	214,292	309,649
Stewartstown,	4,373	10,960	12,587	14,096	15,667
Stony Creek,	265,466	257,594	234,530	37,995	33,071
Tioga,	.....	1,112,995	1,009,352	881,904	791,916
Tionesta Valley,	41,239	64,209	60,945	63,539	67,969
Tresckow,	.....	.....	.....	5,408	.....
Trout Run,	.....	.....	.....	.....	9,000
Ursina and North Fork,	.....	.....	.....	4,500	10,500
Warren and Farnesworth,	6,381	6,819	7,691	7,304	10,357
Waynesburg and Washington,	10,840	12,766	13,126	16,236	14,248
Western Maryland,	280,252	269,458	300,439	298,777	345,319
Western New York and Pennsylvania,	.....	.....	.....	3,527,310	4,602,454
West Penn and Shenango Connecting,	20,965	.....	38,929	.....	.....
Wheeling, Pittsburgh and Baltimore,	580,541	861,449	900,000	996,087	1,288,952
Wilkes-Barre and Scranton,	.....	.....	.....	10,846	.....
Williamsport and North Branch,	44,085	49,568	55,071	53,318	72,527
Wilmington and Northern,	535,554	683,583	739,337	677,298	794,338
York and Peach Bottom,	31,179	32,237	32,060	34,527	.....
Total,	167,217,949	187,978,837	216,979,820	235,145,608	246,625,567

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COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Addison and Pennsylvania,	$72,353 14	$91,545 37	$42,945 93	$111,803 72	$87,968 55
Allegheny Valley,	1,814,266 21	1,786,483 02	1,993,652 17	2,071,030 97	2,481,231 43
Allentown,	2,453 23	2,582 30	3,239 59	2,642 19	3,340 48
Allentown Terminal,	.....	.....	.....	.....	20,250 00
Bachman Valley,	14,910 37	10,946 65	.....	.....	.....
Bald Eagle Valley,	.....	.....	.....	.....	247,184 78
Baltimore and Cumberland Valley,	.....	.....	8,720 65	9,545 03	10,399 40
Baltimore and Cumberland Valley Extension,	31,866 31	30,828 13	26,895 05	28,910 67	30,653 98
Baltimore and Harrisburg Western Extension,	.....	.....	.....	.....	12,887 33
Baltimore and Harrisburg,	.....	.....	61,006 81	70,971 02	83,032 10
Baltimore and Ohio Short Line,	111,308 84	206,810 71	.....	.....	.....
Baltimore and Philadelphia,	47,949 20	72,570 07	304,580 16	427,715 40	60,596 63
Bangor and Portland,	63,649 17	156,752 30	107,435 02	88,467 72	109,191 19
Barclay Coal Company's Railroad,	66,845 86	62,470 14	61,317 97	63,853 48	62,299 89
Bedford and Bridgeport,	.....	.....	.....	.....	18,360 28
Beech Creek,	350,981 19	379,116 98	786,823 41	913,333 61	940,698 48
Bell's Gap,	145,430 93	158,182 11	203,411 85	348,759 59	.....
Berlin,	6,158 88	5,776 89	5,109 04	7,836 53	9,957 28
Berlin Branch,	4,838 04	4,177 42	3,458 79	3,569 60	4,205 91
Bradford, Bordell and Kinzua,	69,462 17	74,130 28	80,736 93	77,665 83	124,957 02
Bradford, Eldred and Cuba,	42,855 68	45,823 61	34,019 66	28,056 79	47,840 74
Buffalo Run, Bellefonte and Bald Eagle,	.....	.....	12,505 12	48,694 32	63,147 52
Buffalo, New York and Philadelphia,	2,367,937 88	2,598,569 35	2,716,388 67	.....	.....
Buffalo, Rochester and Pittsburgh,	.....	.....	1,905,941 86	1,925,526 56	1,959,146 74
Cambria and Clearfield,	.....	.....	.....	.....	3,682 00
Catawissa,	.....	.....	.....	.....	234,000 00
Catasauqua and Fogelsville,	75,073 95	88,542 63	125,955 45	104,613 25	105,212 22
Chartiers,	137,234 11	217,043 61	195,861 44	192,236 30	248,830 84
Cherry Grove,	.....	.....	.....	.....	300 00
Chester Creek,	.....	.....	.....	.....	22,755 00
Chestnut Hill,	.....	16,478 00	16,478 00	16,478 00	16,478 00
Cleveland and Pittsburgh,	2,586,537 49	2,715,008 73	3,079,664 65	3,221,154 23	3,423,052 65
Colebrookdale,	.....	.....	19,859 27	16,380 69	15,863 41
Colebrook Valley,	82,919 55	.....	.....	.....	.....
Columbia and Port Deposit,	.....	.....	.....	.....	162,329 85

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CONSONANTS AND VOWELS OF ARABIC, HEBREW, AND ETHIOPIC

	Arabic	Hebrew	Ethiopic
ء	ء	אֲ אֶ אֵ אָ אָ	ኀ ኁ ኂ ኃ ኄ ኅ ኆ
ب	ب	בּ בְ בֵ בָ בָ	ብ ቡ ቢ ባ ቤ ብ ቦ
ت	ت	תּ תְ תֵ תָ תָ	ት ቱ ቲ ታ ቴ ት ቶ
ث	ث	תּ תְ תֵ תָ תָ	ሥ ሡ ሢ ሣ ሤ ሥ ሦ
ج	ج	גּ גְ גֵ גָ גָ	ጅ ጁ ጂ ጃ ጄ ጅ ጆ
ح	ح	חֲ חֶ חֵ חָ חָ	ሐ ሑ ሒ ሓ ሔ ሕ ሖ
خ	خ	חּ חְ חֵ חָ חָ	ኍ ኍ ኍ ኍ ኍ ኍ ኍ
د	د	דּ דְ דֵ דָ דָ	ድ ዱ ዲ ዳ ዴ ድ ዶ
ذ	ذ	זּ זְ זֵ זָ זָ	ዝ ዙ ዚ ዛ ዜ ዝ ዞ
ر	ر	רּ רְ רֵ רָ רָ	ር ሩ ሪ ራ ሬ ር ሮ
ز	ز	זּ זְ זֵ זָ זָ	ዝ ዙ ዚ ዛ ዜ ዝ ዞ
س	س	סּ סְ סֵ סָ סָ	ስ ሱ ሲ ሳ ሴ ስ ሶ
ش	ش	שׁ שְׁ שֵׁ שָׁ שָׁ	ሽ ሹ ሺ ሻ ሼ ሽ ሾ
ص	ص	צּ צְ צֵ צָ צָ	ጽ ጹ ጺ ጻ ጼ ጽ ጾ
ط	ط	טּ טְ טֵ טָ טָ	ጥ ጡ ጢ ጣ ጤ ጥ ጦ
ظ	ظ	זּ זְ זֵ זָ זָ	ዝ ዙ ዚ ዛ ዜ ዝ ዞ
ع	ع	עֲ עֶ עֵ עָ עָ	ዐ ዑ ዒ ዓ ዔ ዕ ዖ
غ	غ	גּ גְ גֵ גָ גָ	ጋ ጉ ጊ ጋ ጌ ግ ጎ
ف	ف	פּ פְ פֵ פָ פָ	ፍ ፉ ፊ ፋ ፌ ፍ ፎ
ق	ق	קּ קְ קֵ קָ קָ	ቅ ቁ ቂ ቃ ቄ ቅ ቆ
ك	ك	כּ כְ כֵ כָ כָ	ክ ኩ ኪ ካ ኬ ክ ኮ
ل	ل	לּ לְ לֵ לָ לָ	ል ሉ ሊ ላ ሌ ል ሎ
م	م	מּ מְ מֵ מָ מָ	ም ሙ ሚ ማ ሜ ም ሞ
ن	ن	נּ נְ נֵ נָ נָ	ን ኑ ኒ ና ኔ ን ኖ
ه	ه	הּ הְ הֵ הָ הָ	ሀ ሁ ሂ ሃ ሄ ህ ሆ
و	و	וּ וְ וֵ וָ וָ	ወ ዉ ዊ ዋ ዌ ው ዎ
ي	ي	יּ יְ יֵ יָ יָ	ይ ዩ ዪ ያ ዬ ይ ዮ
ا	ا	אֲ אֶ אֵ אָ אָ	ኀ ኁ ኂ ኃ ኄ ኅ ኆ
ة	ة	הּ הְ הֵ הָ הָ	ሀ ሁ ሂ ሃ ሄ ህ ሆ
ى	ى	יּ יְ יֵ יָ יָ	ይ ዩ ዪ ያ ዬ ይ ዮ

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Jones Lake,					1,200 00
Junction,	230,966 99	279,295 00	275,188 60	270,724 01	238 787 38
Kensington and Tacony,					30 00
Kinzua Creek and Kane,					19,378 30
Kinzua Valley,					3,056 75
Lake Shore and Michigan Southern,	14,133,506 15	15,859,455 47	18,710,963 15	18,029,627 36	21,011,704 12
Lawrence,	167,724 61	210,990 80			
Lehigh and Lackawanna,	62,075 87	60,092 41	58,333 33	61,383 00	70,193 52
Lehigh and Susquehanna,				5,320,853 01	5,277,589 86
Lehigh Valley,	9,289,261 50	9,395,802 06	11,197,167 72	12,353,739 29	17,892,613 48
Lewisburg and Tyrone,					9,557 77
Ligonier Valley,	21,354 32	28,516 04	29,624 99	30,418 84	39,348 26
Little Saw-Mill Run,	60,910 13		45,641 93	51,207 47	61,801 89
Little Schuylkill Navigation,	220,965 23		225,227 42	224,558 49	223,403 71
Littlestown,	19,983 37	20,681 39	20,138 82	20,320 55	722 90
Lykens Valley,	128,868 60	124,486 74	140,849 65	136,157 81	62,513 81
Meadville and Linesville,	28,966 21	29,759 89	32,240 15	36,726 52	34,823 06
Mifflin and Centre County,					22,854 62
Mill Creek and Mine Hill Navigation,					33,000 00
Mine Hill and Schuylkill Haven,					326,552 00
Monongahela Connecting,			33,709 44	61,165 14	121,400 99
Monongahela Incline Plane, *		33,915 30			
Mont Alto,	18,954 69	20,123 47	21,399 50	21,420 22	23,735 42
Montour,	21,449 52	24,116 41		25,439 55	32,564 82
Montrose,	27,778 53	27,689 92	28,102 61	26,974 69	26,276 12
Mount Oliver Incline,*	27,902 50	32,980 00			
Mount Carbon and Port Carbon,					36,250 00
Mount Pleasant and Broad Ford,	14,888 99	25,511 06	23,704 18	17,799 12	26,489 00
Mount Penn Gravity,					9,718 20
Nesquehoning Valley,	67,381 25			69,993 75	76,637 94
New Brighton and New Castle,	105,056 12	170 787 06			
New Castle and Beaver Valley,	172,622 44	207,214 07	258,002 51	237,537 15	263,079 70
New Castle and Butler,					5,529 76
New York, Chicago and St. Louis,	3,203,316 24	3,826,608 46	4,796,997 23	4,918,217 64	5,557,080 07
New York, Lackawanna and Western,	100,285 15	124,261 31	147,132 61	164,429 73	170,609 43
New York, Lake Erie and Western,	15,490,456 09	18,310,495 15	19,882,071 11	20,840 022 84	29,657,017 03
New York, Lake Erie and Western Coal,	198,809 88	189,948 48	361,918 24	415,599 09	479,942 74
New York and North Pennsylvania,	3,177 67		6,986 68	7,979 46	7,561 27
New York, Pennsylvania and Ohio,	5,065,161 41	2,015,526 82	6,365,127 00	6,377,966 91	2,313,553 46
New York, Susquehanna and Western,	1,092,354 63	1,129,440 53	1,395,185 34	1,445,900 45	1,520,537 38
Nittany Valley,				13,935 43	24,595 20

* See street railway reports.

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CONSOLIDATED STATEMENT OF SOURCES AND APPLICATIONS OF FUNDS YEAR ended 31st March

Details of Expenditure	1999		2000		2001	
	£	£	£	£	£	£
Operating Costs	89,000,000		89,000,000		89,000,000	
Capital Costs	1,000,000		1,000,000		1,000,000	
Total Expenditure		90,000,000		90,000,000		90,000,000
Less Non-Operating Income		1,000,000		1,000,000		1,000,000
Net Expenditure		89,000,000		89,000,000		89,000,000
Less Non-Cash Items		10,000,000		10,000,000		10,000,000
Net Cash Requirement		79,000,000		79,000,000		79,000,000
Sources of Funds						
Grant-in-Aid	75,000,000		75,000,000		75,000,000	
Capital Receipts	1,000,000		1,000,000		1,000,000	
Other Receipts	3,000,000		3,000,000		3,000,000	
Total Sources of Funds		79,000,000		79,000,000		79,000,000
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	
Net Cash Flow		0		0		0
Cash Balance at 1st April	10,000,000		10,000,000		10,000,000	
Cash Balance at 31st March	10,000,000		10,000,000		10,000,000	

Pittsburgh and State Line,	. . .	266,635 40	. . .	. . .	. . .
Pittsburgh, McKeesport and Youghiogheny,	587,723 82	. . .	891,813 77	1,030,560 23	384,579 00
Pittsburgh and Northern,	. . .	. . .	. . .	3,658 64	4,867 79
Pittsburgh, Virginia and Charleston,	. . .	. . .	. . .	. . .	291,243 22
Pittsburgh, Shenango and Lake Erie,	. . .	. . .	. . .	. . .	249,250 37
Pittsburgh and Western,	844,793 49	1,091,463 22	701,187 07	1,280,651 69	1,447,606 03
Pittsburgh, Youngstown and Ashtabula,	. . .	. . .	986,393 93	1,082,588 70	1,318,775 65
Reading and Columbia,	356,107 84	382,358 17	354,038 53	312,769 06	315,322 95
Ridgway and Clearfield,	. . .	. . .	. . .	. . .	85,847 39
River Front,	. . .	. . .	. . .	. . .	23,270 00
Rochester and Pittsburgh,	1,216,679 83	435,301 88	139,948 71	. . .	. . .
Rupert and Bloomsburg,	. . .	. . .	. . .	. . .	6,653 75
Salisbury,	18,856 91	31,642 43	33,415 89	39,021 67	51,035 42
Schuylkill River East Side,	. . .	. . .	. . .	. . .	250,782 44
Schuylkill Valley Navigation Railroad,	. . .	. . .	. . .	. . .	29,450 00
Shamokin Valley and Pottsville,	422,227 59	381,612 05	387,024 81	409,677 06	198,820 80
Sharon,	. . .	. . .	. . .	. . .	35,523 00
Sharpsville,	18,973 09	38,164 64	37,205 76	44,930 20	26,271 13
Sheffield and Spring Creek,	. . .	. . .	. . .	. . .	300 00
Shenango and Allegheny,	147,053 23	. . .	159,635 18	. . .	. . .
Sinnemahoning Valley,	4,993 11	19,370 03	37,000 74	39,882 09	114,693 15
Slate Run,	. . .	3,650 00	7,470 98	16,757 75	16,116 38
Somerset County,	3,882 00	7,103 42	12,347 60	10,519 25	. . .
Somerset and Cambria,	134,984 91	137,567 04	121,357 55	136,528 85	153,461 05
South Mountain,	30,485 57	. . .	34,034 59	39,842 64	38,512 21
Southern Pennsylvania,	24,043 74	20,591 95	18,346 27	20,856 47	23,435 77
South-West Pennsylvania,	. . .	. . .	. . .	. . .	458,718 91
State Line,	. . .	2,726 00	6,415 76	13,176 89	17,987 62
State Line and Sullivan,	. . .	. . .	. . .	. . .	40,000 00
Stewartstown,	3,278 33	10,770 74	11,148 68	11,823 17	11,524 80
Stony Creek,	58,589 92	58,998 76	53,073 15	28,756 56	27,322 48
Strasburg,	. . .	1,300 00	. . .	. . .	1,200 00
Susquehanna and Clearfield,	. . .	. . .	. . .	. . .	1,595 84
Sunbury, Hazleton and Wilkes-Barre,	. . .	. . .	. . .	. . .	256,121 13
Sunbury and Lewistown,	. . .	. . .	. . .	. . .	238,043 17
Tioga,	350,191 74	398,569 11	363,044 07	332,692 27	297,791 06
Tionesta Valley,	38,436 62	55,310 45	52,643 22	53,074 62	62,230 41
Tipton,	. . .	. . .	. . .	. . .	2,615 98
Trout Run,	. . .	. . .	. . .	. . .	2,700 00
Tyrone and Clearfield,	. . .	. . .	. . .	. . .	112,500 00
Ursina and North Fork,	. . .	. . .	. . .	1,368 58	2,386 93
Warren and Farnesworth,	9,991 78	11,591 51	11,145 57	9,958 60	11,690 95
Waynesburg and Washington,	39,418 84	43,218 20	45,672 09	50,546 94	55,679 12

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COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
West Chester,	.....	.....	.....	.....	$12,598 86
Western Maryland,	$587,350 96	$586,733 26	$623,818 64	$597,787 28	659,848 51
Western New York and Pennsylvania,	.....	.....	.....	3,061,565 90	3,653,923 10
Western Pennsylvania,	.....	.....	.....	.....	824,499 65
West Penn and Shenango Connecting,	31,863 48	.....	35,453 05	.....	.....
Wheeling, Pittsburgh and Baltimore,	156,176 50	214,384 98	465,609 77	530,369 56	724,160 07
Wilkes-Barre and Scranton,	.....	.....	.....	.....	48,400 00
Wilkes-Barre and Harvey's Lake,	.....	.....	5,394 73	19,728 94	.....
Wilkes-Barre and Western,	.....	.....	10,674 93	15,163 85	18,470 60
Williamsport and North Branch,	41,471 48	55,233 22	60,682 36	61,273 05	72,949 14
Wilmington and Northern,	313,838 44	385,917 19	383,335 76	380,852 19	432,459 11
York and Peach Bottom,	52,232 96	54,778 05	56,083 75	57,625 40	12,250 00
Total,	$168,356,057 56	$179,085,748 22	$199,392,286 69	$209,709,975 56	$270,442,882 80

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COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Addison and Pennsylvania,	$58,593 21	$68,602 33	$20,869 39	$79,503 91	$140,076 09
Allegheny Valley,	1,120,710 57	1,119,865 04	1,220,020 61	1,194,256 44	2,558,136 17
Allentown,	745 63	806 47	424 34	247 10	1,000 00
Allentown Terminal,	.....	.....	.....	.....	9,000 00
Bachman Valley,	15,269 12	12,071 90	.....	.....	.....
Bald Eagle Valley,	.....	.....	.....	.....	39,946 00
Baltimore and Harrisburg,	.....	.....	57,474 00	76,268 61	161,998 09
Baltimore and Ohio Short Line,	83,706 23	225,750 44	.....	.....	.....
Baltimore and Philadelphia,	42,635 79	60,701 80	455,799 94	511,414 64	261,663 96
Bangor and Portland,	63,649 17	132,235 38	81,232 46	74,595 33	101,813 52
Barclay Coal Company's Railroad,	50,818 74	45,047 04	39,363 71	46,844 44	51,681 89
Bedford and Bridgeport,	.....	.....	.....	.....	78,421 48
Beech Creek,	184,760 62	215,675 31	413,630 45	540,599 69	897,133 33
Bell's Gap,	70,541 90	82,900 49	128,948 34	199,020 45	.....
Berlin,	13,676 53	15,441 28	14,685 79	15,023 38	28,772 72
Berlin Branch,	3,590 01	3,749 27	3,267 86	3,999 15	3,582 61
Bradford, Bordell and Kinzua,	59,457 12	75,746 37	130,671 51	75,622 82	133,794 51
Bradford, Eldred and Cuba,	45,965 93	65,161 76	50,227 85	35,650 83	77,759 14
Buffalo Run, Bellefonte and Bald Eagle,	.....	.....	15,425 96	55,039 01	57,302 84
Buffalo, New York and Philadelphia,	1,805,434 01	2,048,842 20	2,231,336 64	.....	.....
Buffalo, Rochester and Pittsburgh,	.....	.....	1,194,136 77	2,025,667 89	1,928,243 18
Cambria and Clearfield,	.....	.....	.....	.....	1,266 20
Catawissa,	.....	.....	.....	.....	8,809 10
Catasauque and Fogesville,	38,911 77	41,894 42	53,217 42	47,543 46	56,745 90
Chartiers,	99,948 76	105,784 94	119,303 12	134,446 72	248,830 84
Chester Creek,	.....	.....	.....	.....	11,655 00
Chestnut Hill,	.....	.....	.....	.....	2,000 00
Cleveland and Pittsburgh,	1,533,057 43	1,694,238 53	2,335,785 66	2,130,803 43	3,525,776 52
Colebrookdale,	388 42	.....	286 02	249 00	36,100 00
Colebrook Valley,	72,028 94	.....	.....	.....	.....
Columbia and Port Deposit,	.....	.....	.....	.....	205,760 05
Confluence and Oakland,	.....	.....	.....	.....	14,687 71
Connecting,	.....	.....	.....	.....	66,797 64
Corning, Cowanesque and Antrim,	435,508 96	433,938 30	622,752 98	674,606 77	721,746 65
Cornwall,	89,304 44	67,201 58	110,263 83	131,206 04	115,102 40
Cornwall and Mt. Hope,	17,070 28	10,439 54	.....	.....	.....
Cornwall and Lebanon,	75,070 28	410,026 75	267,041 65	188,922 75	185,991 60

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COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Coudersport and Port Allegeny,	$14,753 00	$19,050 00	$22,079 00	$26,640 00	$30,776 60
Cresson, Clearfield County and New York Short Route,	.....	48,304 53	56,852 39	57,881 73	.....
Cumberland Valley,	463,879 12	539,841 44	592,423 34	543,374 53	728,916 34
Delaware and Hudson Canal Company's Railroad,	960,045 14	1,204,161 27	1,389,117 44	2,408,141 41	2,147,489 24
Delaware, Lackawanna and Western,	3,382,563 52	3,722,144 06	4,139,472 84	5,947,994 30	10,840,802 92
Delaware, Susquehanna and Schuylkill,	.....	.....	.....	.....	56 01
Dillsburg and Mechanicsburg,	18,193 71	15,255 90	20,537 97	15,991 76	25,022 34
Downingtown and Lancaster,	.....	.....	.....	.....	13,202 19
Dunkirk, Allegheny Valley and Pittsburgh,	223,791 61	236,340 76	225,156 54	198,181 33	204,925 95
East Broad Top,	76,688 47	101,026 82	100,086 90	113,017 63	148,607 26
East Mahanoy,	26,731 50	.....	30,950 50	30,943 00	2,191 00
Elmira and Williamsport,	509,866 24	526,346 33	628,773 12	687,635 76	99,848 47
Erie and Pittsburgh,	407,480 04	391,007 73	477,028 79	428,480 31	987,803 88
Erie and Wyoming Valley,	637,689 98	1,112,123 65	569,859 05	473,379 98	584,765 45
Evergreen,	5,105 79	6,634 15	6,708 58	.....	.....
Fall's Creek,	.....	.....	.....	.....	4,318 11
Fayette County,	.....	.....	.....	.....	829 03
Fort Pitt Incline Plane,*	4,447 89	.....	.....	.....	.....
Frankford and Holmesburg,	12,126 26	22,347 35	15,160 69	18,111 54	.....
Gettysburg and Harrisburg,	26,837 22	.....	23,041 02	24,931 46	43,790 64
Greenlick Narrow Gauge,	3,397 32	3,635 73	3,715 77	3,039 09	5,482 90
Hanover Junction, Hanover and Gettysburg,	96,972 32	55,698 20	.....	.....	.....
Hanover and York,	63,069 37	47,496 53	44,653 85	.....	14,215 05
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	.....	.....	.....	.....	35,546 68
Harrisburg and Potomac,	34,014 90	34,650 94	24,792 13	20,283 30	64,014 48
Huntingdon and Broad Top Mountain,	220,681 16	219,177 10	232,209 27	264,084 08	452,849 27
Ironton,	17,707 13	15,838 30	18,806 62	19,663 88	21,070 89
Jamestown and Franklin,	97,542 62	119,997 69	112,716 27	119,185 52	51,353 73
Junction,	105,223 91	113,890 05	113,520 29	106,940 93	140,828 01
Kensington and Tacony,	.....	.....	.....	.....	5 40
Kinzua Creek and Kane,	.....	.....	.....	.....	16,817 63
Kinzua Valley,	.....	.....	.....	.....	2,230 00
Lake Shore and Michigan Southern,	9,287,537 13	9,731,622 00	11,029,798 17	11,310,371 19	17,690,413 12
Lawrence,	92,050 86	132,983 91	.....	.....	.....
Lehigh and Lackawanna,	49,352 82	53,092 41	58,333 33	.....	43,134 69
Lehigh and Susquehanna,	.....	.....	.....	.....	2,208,006 31

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Lehigh Valley,	4,888,997 83	5,411,614 26	6,142,396 25	8,475,598 94	13,995,957 88
Lewisburg and Tyrone,	.....	.....	.....	.....	15,887 64
Ligonier Valley,	13,391 17	33,699 49	35,271 77	18,874 07	29,128 11
Little Saw-Mill Run,	50,898 15	27,848 21	31,955 25	37,170 82	47,944 39
Little Schuylkill Navigation,	30,028 18	.....	34,343 38	34,405 13	34,379 68
Littlestown,	17,329 07	16,861 57	17,124 12	17,448 70	3,155 69
Lykens Valley,	66,368 64	61,986 78	78,349 69	73,657 85	1,446 68
Meadville and Linesville,	22,243 27	21,347 45	26,135 83	33,340 57	30,936 83
Millin and Centre County,	.....	.....	.....	.....	15,214 62
Mill Creek and Mine Hill Navigation,	.....	.....	.....	.....	708 14
Mine Hill and Schuylkill Haven,	.....	.....	.....	.....	22,344 80
Monongahela Connecting,	.....	.....	22,812 49	22,516 17	64,130 94
Monongahela Incline Plane,*	.....	19,959 12	.....	.....	.....
Mont Alto,	20,405 17	16,856 41	21,175 47	19,032 77	29,211 58
Montour,	17,418 60	.....	.....	.....	.....
Montrose,	20,832 50	22,843 75	22,814 82	21,907 26	15,761 76
Mount Oliver Incline Plane,*	28,741 70	30,976 27	.....	.....	.....
Mount Carbon and Port Carbon,	.....	.....	.....	.....	2,387 17
Mount Pleasant and Broad Ford,	609 53	615 09	661 72	688 36	311 54
Mount Penn Gravity,	.....	.....	.....	.....	9,052 41
Nescopeck,	.....	.....	.....	.....	10,207 77
Nesquehoning Valley,	.....	.....	.....	.....	6,012 94
New Brighton and New Castle,	34,908 70	56,749 38	.....	.....	.....
New Castle and Beaver Valley,	92,134 21	104,911 35	120,084 84	124,421 55	243,115 33
New York, Chicago and St. Louis,	2,483,867 57	2,698,398 24	7,159,781 36	4,323,196 73	5,237,866 81
New York, Lackawanna and Western,	56,715 29	63,129 20	67,341 98	75,423 98	82,963 48
New York, Lake Erie and Western,	11,992,097 63	12,010,072 80	12,918,151 63	13,099,372 27	26,053,667 41
New York, Lake Erie and Western Coal,	120,658 22	225,332 01	198,178 53	224,268 65	454,702 76
New York and North Pennsylvania,	2,293 40	.....	4,490 26	5,024 84	7,151 67
New York, Pennsylvania and Ohio,	3,653,739 40	172,255 21	4,104,313 92	4,520,885 09	2,337,902 57
New York, Susquehanna and Western,	640,180 52	1,312,637 85	797,887 83	1,032,943 69	1,326,446 54
Nittany Valley,	.....	.....	.....	11,860 50	17,516 90
Northern Central,	2,214,734 67	2,439,811 65	2,634,720 62	2,427,690 69	6,289,593 33
North-East Pennsylvania,	26,850 04	26,979 06	30,768 53	29,615 42	54,373 33
North Pennsylvania,	.....	.....	.....	.....	522,741 80
North and West Branch,	.....	10,360 99	.....	.....	108,052 55
Ohio and Baltimore Short Line,	3,393 07	31,952 14	12,667 09	19,473 73	84,368 04
Pennsylvania,	17,671,202 09	21,344,705 68	22,328,536 29	25,973,375 69	62,036,792 04
Pennsylvania Coal,	378,905 15	.....	.....	.....	.....
Pennsylvania Company,	195,033 01	211,653 28	369,204 00	325,159 64	1,246,820 87
Penn Gas Coal Company's,	17,680 88	16,287 14	16,638 55	22,808 46	17,940 57
Pennsylvania and New York Canal and Railroad,	1,309,174 15	1,606,191 29	2,044,423 55	2,108,020 99	.....

* See street railway reports.

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COMPARATIVE STATEMENT OF RAILWAYS EXTENDED FOR FIVE YEARS—*Concluded.*

Name of Railways	1896		1897		1898-99	
	Miles	Chains	Miles	Chains	Miles	Chains
Carried forward		10,474.19		10,474.19		10,474.19
Bhavnagar-Gadhada and Botad-Barwala			40.00	0.00	40.00	0.00
Bhavnagar-Dhola			20.00	0.00	20.00	0.00
Bhavnagar-Mahuva			40.00	0.00	40.00	0.00
Bhavnagar-Talaja			20.00	0.00	20.00	0.00
Bhavnagar-Sihor			20.00	0.00	20.00	0.00
Bhavnagar-Palitana			20.00	0.00	20.00	0.00
Bhavnagar-Gogha			20.00	0.00	20.00	0.00
Bhavnagar-Ghogha Extension			20.00	0.00	20.00	0.00
Bhavnagar-Ghogha Branch

Salisbury,	26,336 85	26,572 07	22,547 91	28,556 52	54,089 64
Schuylkill River East Side,	. . . . .	. . . . .	. . . . .	. . . . .	225,000 00
Schuylkill Valley Navigation Railroad,	. . . . .	. . . . .	. . . . .	. . . . .	693 97
Shamokin Valley and Pottsville,	158,909 74	164,627 60	184,556 22	214,041 36	146,528 83
Sharon,	. . . . .	10,750 56	. . . . .	. . . . .	9,676 24
Sharpsville,	17,800 52	39,364 22	26,468 71	37,577 33	30,335 57
Shenango and Allegheny,	100,372 67	. . . . .	131,604 34	. . . . .	. . . . .
Sinnemahoning Valley,	5,564 32	19,738 97	37,594 37	40,482 80	105,307 04
Slate Run,	. . . . .	. . . . .	7,909 11	20,401 06	20,436 79
Somerset County,	7,095 69	7,080 45	7,309 23	6,749 45	6,347 88
Somerset and Cambria,	83,073 92	118,934 48	128,651 29	149,082 99	171,048 31
South Mountain,	22,735 17	. . . . .	21,731 26	23,537 24	31,881 38
Southern Pennsylvania,	20,873 65	17,998 95	20,448 83	22,994 69	24,682 24
South-West Pennsylvania,	. . . . .	48,726 08	. . . . .	. . . . .	103,098 04
State Line,	46,754 95	30,478 26	5,779 39	26,866 95	14,685 35
Stewartstown,	74,833 44	7,488 23	7,543 40	7,224 11	7,729 66
Stony Creek,	51,253 13	51,145 42	46,077 25	39,623 77	57,075 82
Susquehanna and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	14,928 26
Sunbury, Hazleton and Wilkes-Barre,	. . . . .	. . . . .	. . . . .	. . . . .	156,201 70
Sunbury and Lewistown,	. . . . .	. . . . .	. . . . .	. . . . .	154,613 56
Tioga,	170,089 23	229,857 98	236,223 67	196,207 07	301,296 09
Tionesta Valley,	49,804 43	41,162 81	35,127 98	36,503 61	35,464 58
Tipton,	. . . . .	. . . . .	. . . . .	. . . . .	7 40
Turtle Creek,	. . . . .	. . . . .	. . . . .	. . . . .	9,690 00
Tyrone and Clearfield,	. . . . .	159,015 47	. . . . .	. . . . .	52,500 00
Ursina and North Fork,	. . . . .	. . . . .	. . . . .	2,962 11	2,390 20
Warren and Farnesworth,	6,670 02	10,569 69	9,949 64	9,108 44	9,758 79
Waynesburg and Washington,	35,894 35	32,156 19	44,194 08	40,487 96	53,569 56
West Chester,	. . . . .	. . . . .	. . . . .	. . . . .	4,348 86
Western Maryland,	387,081 88	377,895 65	398,324 66	404,257 05	797,690 03
Western New York and Pennsylvania,	. . . . .	. . . . .	. . . . .	2,324,449 26	3,294,881 30
Western Pennsylvania,	10,678 00	69,238 85	. . . . .	. . . . .	238,071 32
West Penn and Shenango Connecting,	25,450 47	. . . . .	30,299 11	. . . . .	. . . . .
Wheeling, Pittsburgh and Baltimore,	161,793 72	232,272 30	484,539 06	593,367 88	700,047 24
Wilkes-Barre and Scranton,	. . . . .	. . . . .	. . . . .	. . . . .	23,400 00
Wilkes-Barre and Harvey's Lake,	. . . . .	. . . . .	. . . . .	17,176 68	. . . . .
Wilkes-Barre and Western,	. . . . .	. . . . .	7,646 76	11,942 12	15,683 04
Williamsport and North Branch,	490,049 95	343,339 95	36,569 34	41,777 43	72,594 08
Wilmington and Northern,	302,083 04	409,908 47	418,825 89	459,691 29	378,860 82
York and Peach Bottom,	90,151 14	47,553 35	42,493 14	41,373 12	12,250 00
Totals,	$118,793,922 39	$128,245,662 00	$132,703,536 34	$141,683,620 22	$235,560,086 19

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Statement showing the Number of Patients in Lunatic Asylums, Hospitals, and Licensed Houses, and the Number of Lunatics in Gaols, Workhouses, and Other Places, on the 1st January, 1890, and the Number of Persons Admitted, Discharged, and Died during the Year 1890.

Place of Confinement.	Number of Patients on the 1st January, 1890.			Number of Persons Admitted during the Year 1890.			Number of Persons Discharged during the Year 1890.			Number of Persons Died during the Year 1890.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
Asylum, Hospital, and Licensed House	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Gaol	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Workhouse	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Other Places	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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Elmira and Williamsport,			3	18	6	43	1	26		
Erie and Pittsburgh,	4	13	7	3	6	8	1	3	5	13
Gettysburg and Harrisburg,			2							
Harrisburg and Potomac,				1						
Huntingdon and Broad Top Mountain,		6	1	5	2	13		8	2	12
Jefferson,	4	12	3	15	5	19	12	35		
Junction,			3	1				1	2	5
Kinzua Creek and Kane,									1	
Lake Shore and Michigan Southern,	5	12	7	13	7	16	13	18	7	19
Lehigh and Lackawanna,						6				
Lehigh and Susquehanna,					21	49	21	49	27	80
Lehigh Valley,	26	31	23	64	45	34	123	98	80	78
Little Saw-Mill Run,						1		1		1
Lykens Valley,	1	1					2			
Monongahela Connecting,										2
Mont Alto,					2	1				
Montour,										1
Mount Pleasant and Broad Ford,									1	
Nesquehoning Valley,						6				
New Castle and Beaver Valley,	2	3	1	5	3	4	2	10	1	12
New York, Chicago and St. Louis,	1	7		6	1	3	2	3	5	27
New York, Lake Erie and Western,	92	368	126	583	178	923	176	949	30	330
New York, Lake Erie and Western Coal,	3	3	10	15	1	12	3	21	5	26
New York and North Pennsylvania,									1	
New York, Pennsylvania and Ohio,	7	9			25	211	71	402	71	474
New York, Susquehanna and Western,	6	4	9	12	8	8	5	8		
Nittany Valley,								1		
Northern Central,	7	61	17	98	6	78	6	70	30	273
Ohio and Baltimore Short Line,				2				2	1	1
Pennsylvania,	201	943	218	1,583	282	2,027	208	1,897	625	4,374
Pennsylvania and New York Canal and Railroad,	7	30	7	11	9	32	6	43		
Pennsylvania, Poughkeepsie and Boston,									2	2
Pennsylvania and North-Western,									1	7
Perry County,									1	
Perkiomen,	1	1	1	1	1		1	2	3	
Philadelphia and Baltimore Central,			1	7						
Philadelphia and Erie,	31	94	20	143	25	190	20	168		
Philadelphia, Germantown and Chestnut Hill,	1	5		7		8	2	13		
Philadelphia and Reading,	115	114	139	129	122	103	187	125	171	203
Philadelphia and Trenton,	23	58	24	57	25	59	23	72		
Philadelphia, Wilmington and Baltimore,	26	8	26	20	49	25	30	1	68	230
Pine Creek,	3	18	2	13	1	10	1	12	3	29
Pittsburgh and Castle Shannon,	1	1	1					1		

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CONTRACTS STATEMENT OF AGENCIES FOR FY'S 1983-Continued

Name of Contractor	1983		1982		1981		1980		1979	
	Amount	Contracts	Amount	Contracts	Amount	Contracts	Amount	Contracts	Amount	Contracts
Mercantile Commercial Corporation	$		$		$		$		$	
Mercantile Commercial Corporation										
Mercantile Commercial Corporation										
Mercantile Commercial Corporation								

West Penn and Shenango Connecting,	1	1								
Wheeling, Pittsburgh Baltimore,			5	20		4	8	7	9	6
Wilkes-Barre and Harvey's Lake,					1					
Wilkes-Barre and Western,									1	
Williamsport and North Branch,		1			1			1		
Wilmington and Northern,	4	14		32	5	21	1	13	2	20
York and Peach Bottom,				1	1					
Total,	720	2,193	863	3,503	1,091	4,627	1,245	4,944	1,463	7,447

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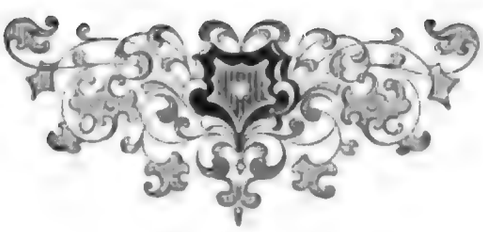

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TABULATED RESULTS

COMPILED FROM

REPORTS OF PASSENGER RAILWAY COMPANIES.

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Name of Company.	Capital Expenditure to 31st December, 1900.	Capital Expenditure to 31st December, 1901.	Capital Expenditure to 31st December, 1902.	Capital Expenditure to 31st December, 1903.	Capital Expenditure to 31st December, 1904.	Capital Expenditure to 31st December, 1905.	Capital Expenditure to 31st December, 1906.	Capital Expenditure to 31st December, 1907.	Capital Expenditure to 31st December, 1908.	Capital Expenditure to 31st December, 1909.	Capital Expenditure to 31st December, 1910.
	£	£	£	£	£	£	£	£	£	£	£
Great Western Railway (Including Railway Clearing House)	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000	22,000,000
Great Northern Railway	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
Great Northern and City Railway	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Great Southern and Western Railway (Ireland)	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Great

Cumberland Street,	30,000 00	5,000 00	550 00			
Diamond Street,	30,000 00	3,000 00	3,000 00			
Duquesne Street,	200,000 00	100,000 00	100,000 00			
East Harrisburg,	100,000 00	125,000 00	125,000 00			10
East End Street,	20,000 00	6,000 00	600 00			
East Reading,	100,000 00		72,000 00			
Easton, South Easton and West End,	125,000 00	120,000 00	120,000 00	2,849 20		
Ellsworth Passenger,	12,000 00		1,200 00			
Empire,	600,000 00			200,000 00	7	
Erie Electric Motor,	400,000 00	400,000 00	400,000 00	202,000 00	6	
Erie City,	100,000 00	50,000 00	50,000 00	25,000 00	6	
Exchange Street,	1,000 00	1,000 00	100 00			
Fairmount Park Passenger,	150,000 00					
Federal Street and Pleasant Valley,	1,300,000 00	1,300,000 00	1,300,000 00	638,000 00	5 & 6	
Fifth Avenue, West End and Crafton Street Passenger,	18,000 00	18,000 00	1,840 00			
Fort Pitt Incline,	60,000 00	60,000 00	60,000 00	30,000 00	6	
Forty-third Street and Bloomfield,	5,000 00	5,000 00	5,000 00			
Fountain Street,	3,000 00	3,000 00	300 00			
Frankford and Southwark,	1,000,000 00	1,000,000 00	1,000,000 00	100,000 00	7	
Forbes Street and Shady Avenue,	12,000 00	12,000 00	1,200 00			
Frankstown Avenue,	30,000 00					
Germantown,	1,500,000 00	1,500,000 00	572,800 00	227,500 00	5	
Grant Street,	3,000 00	3,000 00	300 00			
Green and Coates Street,	500,000 00	500,000 00	150,000 00	100,000 00	6	
Greensburg and Hempfield Electric Passenger,	60,000 00	45,000 00	8,800 00			
Greensburg and Suburban Street Passenger,	30,000 00	30,000 00	600 00			
Harrisburg City,	Unlimited.	100,000 00	100,000 00	10,000 00		
Hazlewood, Homestead and Braddock Passenger Street,	36,000 00					
Hestonville, Mantua and Fairmount,	2,050,000 00	2,050,000 00	299,381 36	499,500 00	6	
Highland Street,	150,000 00		15,000 00			
Highland Park Passenger,	21,000 00	21,000 00	2,100 00			
Howe Street,	18,000 00	18,000 00	1,800 00			
Homewood Avenue,	12,000 00	12,000 00	1,200 00			
Johnstown,	100,000 00	100,000 00	100,000 00	105,460 01		
Lancaster and Lititz,	50,000 00	14,100 00	1,410 00			
Lancaster City,	20,000 00	63,900 00	63,900 00	176,000 00		
Larimer Street,	15,000 00	15,000 00	15,000 00			
Lancaster and Millersville,	40,000 00	40,000 00	40,000 00			
Larimer and Lincoln Street Passenger,	18,000 00					
Lehigh Avenue,	600,000 00	1,000,000 00	200,000 00	136,000 00		
Lebanon Electric Passenger,	50,000 00	10,000 00				

* Per share.

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TABLE A.—THE CHIEF STATISTICS.

| | | |

Philadelphia and Gray's Ferry,	1,000,000 00	308,750 00	308,750 00	. . . . .	. . . .	. . . .
Philadelphia Traction,	5,000,000 00	5,000,000 00	3,913,205 00	1,226,000 00	4	. . . .
Pittsburgh Traction,	2,500,000 00	. . . .	1,750,000 00	51,337 58	5 & 6	. . . .
Pittsburgh, Allegheny and Manchester,	350,000 00	350,000 00	350,000 00	200,000 00	6 & 8	15
Pittsburgh Incline Plane,	90,000 00	150,000 00	150,000 00	250,000 00	6	. . . .
Pittsburgh and Birmingham,	200,000 00	200,000 00	200,000 00	75,000 00	$7\frac{3}{10}$	. . . .
Pittsburgh and Birmingham Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,500,000 00	5	. . . .
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	7,000 00	. . . .	. . . .
Pittsburgh Passenger,	15,000 00	15,000 00	15,000 00	. . . . .	. . . .	. . . .
Pittsburgh Suburban Passenger,	50,000 00	400 00	. . . .	. . . . .	. . . .	. . . .
Pittsburgh Union,	. . . .	100,000 00	82,755 00	112,930 58	5	. . . .
Pittsburgh and West End,	200,000 00	200,000 00	110,060 14	75,000 00	5	$7*
Pittston,	25,000 00	10,000 00	10,000 00	. . . . .	. . . .	. . . .
Reading City,	300,000 00	250,000 00	250,000 00	139,800 00	5	6
Ridge Avenue,	750,000 00	420,000 00	420,000 00	. . . . .	. . . .	. . . .
Riverside Street,	1,800 00	1,800 00	180 00	. . . . .	. . . .	. . . .
Ross Street,	1,500 00	1,500 00	150 00	. . . . .	. . . .	. . . .
Saint Clair Incline,	150,000 00	150,000 00	150,000 00	60,000 00	6	. . . .
Schuylkill River,	500,000 00	500,000 00	50,000 00	. . . . .	. . . .	. . . .
Second Avenue,	300,000 00	300,000 00	300,000 00	150,000 00	5 & 6	. . . .
Second and Third Streets,	1,060,200 00	1,060,200 00	848,160 00	. . . . .	. . . .	. . . .
Seventeenth and Nineteenth Streets,	500,000 00	500,000 00	250,000 00	100,000 00	5	. . . .
South Side,	65,000 00	38,400 00	38,400 00	19,000 00	. . . .	. . . .
Stroudsburg,	20,000 00	25,600 00	25,600 00	700 00	. . . .	. . . .
Sunbury and Northumberland,	75,000 00	75,000 00	75,000 00	65,000 00	. . . .	. . . .
Suburban, Scranton,	200,000 00	100,000 00	100,000 00	210,256 97	6	2
Swissvale and Wilkinsburg Street,	33,000 00	33,000 00	3,300 00	. . . . .	. . . .	. . . .
Sylvan Street,	24,000 00	24,000 00	2,400 00	. . . . .	. . . .	. . . .
Thirteenth and Fifteenth Streets,	1,000,000 00	. . . . .	334,529 44	170,000 00	7	19
Tioga and Venango Streets Passenger,	20,000 00	. . . . .	. . . . .	. . . . .	. . . .	. . . .
Trans-Allegheny Street,	200,000 00	200,000 00	20,000 00	. . . . .	. . . .	. . . .
Troy hill Inclined Plane and Bridge Company,	200,000 00	200,000 00	200,000 00	105,000 00	6	. . . .
Union,	1,000,000 00	1,500,000 00	925,000 00	750,000 00	5	. . . .
Union Street Passenger,	15,000 00	12,950 00	1,295 00	. . . . .	. . . .	. . . .
Union Line Street,	6,000 00	6,000 00	600 00	. . . . .	. . . .	. . . .
Venango Street,	18,000 00	. . . .	4,200 00	. . . . .	. . . .	. . . .
Warren Street,	25,000 00	6,000 00	600 00	. . . . .	. . . .	. . . .
West End Passenger,	10,000 00	6,200 00	6,200 00	. . . . .	. . . .	. . . .
West Philadelphia,	750,000 00	750,000 00	750,000 00	996,000 00	5 & 6	. . . .
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	. . . . .	. . . .	. . . .
Wilkinsburg and East Liberty,	20,000 00	14,300 00	14,300 00	3,250 00	6	. . . .

* Per share.

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TABLE A—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount now paid in of capital stock.	Total amount now of floating and funded debt.	Rate per cent. of funded debt.	Rate per cent. of dividend.
Wilkinsburg Street,	$35,000 00	. . . . .	$35,000 00	. . . . .	. . .	. . .
Williamsport,	75,000 00	$75,000 00	75,000 00	$30,000 00	5	6
Wilkes-Barre and Suburban,	40,000 00	100,000 00	91,650 00	5,500 00	. . .	. . .
York,	75,000 00	50,000 00	50,000 00	20,000 00	. .	3
Total,	$40,199,500 00	$31,609,400 00	$26,665,578 59	$12,870,982 70	. . . .	. . . .

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TABLE B—COST AND CHARACTERISTICS.

Name of Company.	Cost of Road and Eqiupm't.	Characteristics of Road.									
	Total cost of road and equipment.	Length of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held exclusive of roadway.
Allentown,	$111,665 06	8.75	4.8½	28 & 35	3	1	10	9	. . .	76	$10,000 00
Beaver Valley,	53,759 00	3.10	5.2½	38	1	1	9	. .	2	59	2,500 00
Bradford and Kendall,	. . .	1.50	.	. . . . .	2	1	2	. . .	. . .	7	. . .
Chester,	120,744 34	7.25	5.2¼	40 & 47	5	1	18	. .	. .	82	8,000 00
Citizen's Philadelphia,	312,134 57	10.50	5.2	45 & 47	11	2	57	9	14	383	186,615 56
Citizens', Norristown,	44,031 29	3.00	5.2½	50	1	1	8	2	12	42	7,367 22
Citizens' Traction,	1,629,917 77	12.21	5.2½	. . .	6	3	60	17	35	108	307,775 80
City, Altoona,	80,049 90	3.26	5.3	43 & 45	4		12	. .	6	46	.
Coalville,	51,921 53	2.50	4.8½	20 & 30	1	1	2	3	. . .	15	27,049 89
East Harrisburg,	111,532 88	5.50	5.2½	52	. . .	1	14	. .	. . .	. .	19,914 30
Easton, South Easton and West End,	151,335 36	3.90	5.2½	42	3	. .	13		. . .	52	10,000 00
Empire,	. . .	9.00	5.2	45	. .	.	. . .	. . .	. . .	. . . . .	. . . . .
Erie Electric Motor Company,	577,659 02	15.00	4.8½	52	1	1	30	15	. . .	2	30,325 17
East Reading Railroad Company,	63.617 96	3.00	5.2½	38 & 52	. . .	1	6	. . .	. . .	. . . . .	. . . . .
Federal Street and Pleasant Valley,	1,072,354 28	11.71	5.2½	44 & 66	8	5	50		3	. . . .	84,000 00
Fort Pitt Incline,	97,936 56	.07	10	. . . . .	. . .	2	2	. .	. . .	. . .	.
Frankford and Southwark,	1,052,763 55	18.10	5.2	47	8	4	. . .	. . .	.	730	125,000 00
Greensburg and Hempfield Electric Passenger Railway Company,	50,000 00	. . . .	4.8	45	. .	.	. . .	. . .	. . .	. . .	. . .
Harrisburg City,	159,762 94	5.33	5.2½	38 to 52	6	1	26	. .		75	30,000 00
Hestonville, Mantua and Fairmount,	550,940 76	20.00	5.2	47	5	2	97	. . .	6	494	319,111 74
Johnstown,	. . . . .	. . . . .	4.8½	78	2	1	10	10	. .	. .	13,100 00

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TABLE B—COST AND CHARACTERISTICS—CONTINUED.

Name of Company.	Cost of Road and Equipm't.	Characteristics of Road.									
	Total cost of road and equipment.	Lenght of road.	Gauge of road.	Weight of rail per yard.	Number of car-houses, shops and stables.	Number of depots.	Number of first-class passenger cars.	Number of second-class passenger cars.	Number of other cars.	Number of horses owned by the company.	Value of real estate held exclusive of roadway.
Lancaster City,	$65,085 10	5.50	5.2½	47 & 52	2		18			40	$11,000 00
Lancaster and Millersville,	44,449 77	5.12	4.8½		2	1	5			15	4,000 00
Lehigh Avenue,	144,000 00	6.00	5.2	47	1	1	6				74,000 00
Lombard and South Streets,	757,707 39	19.50	5.2	50	5	3	37	28		452	93,307 88
Manayunk and Roxborough Incline Plane and Railway Company,	70,508 94	5.50	5.2⅜	48	1	1	8			35	12,177 00
Monongahela Incline,	250,000 00	.12	5 & 12	45 & 56	2		2				3,500 00
Mount Oliver Incline,	119,599 52	1.47	4.8½ & 5.2½	42	3	2	9			24	
New Castle Electric Street Passenger Railway Company,	24,000 00	1.05	4.8½	45	1		2				1,000 00
Norristown,	40,887 56	3.75	5.2½	45	3	1	2	6		36	3,621 78
Nunnery Hill Inclined Plane,	90,412 04	.21	5	40		2	2				
Pennsylvania Motor Passenger Railway Company,		2.37	5.2½	35	1	1	3				1,000 00
People's, Scranton,	622,681 86	15.00	4.8½	40 & 52	1		28	6		4	35,000 00
People's, Philadelphia,	407,350 31	32.70	5.2	47 to 57	12	5	125	22	57	1,460	10,000 00
Philadelphia City,	875,842 88	17.41	5.2½	47 & 78	6	4	132			708	302,650 00
Philadelphia and Darby,		5.05	5.2½	42							
Phildelphia and Gray's Ferry,	249,514 40	10.38	5.2	47	4	1	24	2	4	194	33,000 00
Philadelphia Traction,		138.00	5.2½	45 & 78	37	12	502	205	63	2,911	
Pittsburgh Traction,	2,628,586 59	10.66	5.2½	66⅔	1	1	46	15		25	227,661 62
Pittsburgh, Allegheny and Manchester,	308,609 12	5.00	5.2½	45	3		49			381	157,498 55

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Pittsburgh Incline Plane Company,	400,000 00	.50	9.00	60	.	2	2	.	.	.	15,000 00
Pittsburgh and Birmingham,	181,372 88	3.37	5.2½	45 & 47	3	1	19	9	1	190	63,800 00
Pittsburgh and Birmingham Traction Railway Company,	. . .	7.17	5.2½	66	6	1	25	22	1	245	63,800 00
Pittsburgh Union,	131,155 44	4.06	5.2½	45	1		23	.	.	159	14,878 85
Pittsburgh and West End,	164,042 76	5.25	5.2½	40	2	2	15	7	3	138	16,973 17
Pittston,	10,000 00	1.75	5.2	42½	1	.	2	2	.	7	. .
Reading City,	392,923 71	17.50	5.2¼	. . .	9	4	67	. .	2	279	42,691 87
Ridge Avenue,	582,963 50	15.00	5.1	47	1	1	62	. .	. .	383	75,000 00
Saint Clair Incline,	75,000 00	.38	5	56	. . .	2	. .	2	.	. . . .	4,000 00
Schuylkill River,	47,463 54	3.11	5.2	44	. .	. .	. .	. .	.	. . .	. .
Second Avenue,	412,050 95	10.06	5.2½	52	2	1	15	3	1	5	17,162 57
Second and Third Streets,	952,827 56	37.00	5.2¼	43 & 55	8	2	107	9	15	75	100,000 00
South Side,	81,851 13	3.00	5.2½	45	3	1	4	4	.	55	12,000 00
Stroudsburg,	24,627 84	1.37	4.8½	28 & 30	1	1	2	. .	1	12	. .
Sunbury and Northumberland,	.	3.02	5.2		1	1	3	. .	. .	. . .	. .
Suburban, Scranton,	321,477 23	8.00	4.8½	35 & 52	2	1	15	3	.	.	8,000 00
Thirteenth and Fifteenth Streets,	338,566 86	14.00	5.2	47	2	2	76	13	14	619	. . . . .
Troy Hill Inclined Plane and Bridge Company,	286,471 94		6	. . . . .	. .	. .	. . . . .	. . .	. .	. . . .	. . . . .
West End Passenger Railway Company,	6,226 08	.71	4.8½	. . . . .	1	. .	. . . . .	. . .	. . .	10	. . . . .
West Philadelphia,	. . .	. .	5.2½	44	.		. . . .	. . .	. . .	. . . .	. .
Wilkes-Barre and Kingston,	94,833 37	4.00	5.2	30 & 45	1		7	3	. . .	20	15,000 00
Wilkinsburg and East Liberty,	15,777 84	2.36	4.6	40 & 60			. . .	. . .	. . .	. . .	. . . .
Williamsport,	142,842 59	5.52	4.8½	38 & 42	. .		9	4	. . .	30	. . . . .
Wilkes-Barre and Suburban,	91,355 47	6.00	5.2½	40 & 57	1		5	. . .	. . .	. .	8,611 81
York,	58,942 67	5.00	4.8½	38	3		15		2	33	11,231 44
Total,	$17,804,135 61	586.60	. . . .	. . . .	200	86	1,899	433	242	10,712	$2,618,326 22

Name of Institution	Number of Institutions	Number of Students	Number of Teachers	Number of Institutions	Number of Students	Number of Teachers	Number of Institutions	Number of Students	Number of Teachers	Number of Institutions	Number of Students	Number of Teachers	Number of Institutions	Number of Students	Number of Teachers	Number of Institutions	Number of Students	Number of Teachers
Medical Schools	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Medical Schools for Women

Nunnery Hill Inclined Plane Company,	142,223	137 92	2,741 43	2,879 35
Pennsylvania Motor, Passenger,	143,958	3 45	3,421 83	3,425 28
People's, Scranton,	2,173,493	3,556 96	67,808 62	71,365 58
People's, Philadelphia,	33,089,348	51,772 44	671,690 02	723,462 46
Philadelphia and Gray's Ferry,	2,896,996	3,576 62	92,558 67	96,135 29
Philadelphia Traction,	63,368,712	99,623 21	2,021,137 89	2,120,761 10
Pittsburgh Traction,	8,229,809	13,173 17	176,095 48	189,268 65
Pittsburgh, Allegheny and Manchester,	4,928,090	12,013 27	160,675 75	172,689 02
Pittsburgh and Birmingham,	1,437,932	1,369 45	37,382 02	38,751 47
Pittsburgh and Birmingham Traction,	2,762,925	2,494 49	76,312 11	78,806 60
Pittsburgh Union,	1,487,560	5,336 26	68,419 79	73,756 05
Pittsburgh and West End,	1,412,453	5,564 95	53,499 55	59,064 50
Pittston,	103,603	1,325 15	3,268 94	4,594 09
Reading City,	2,981,044	3,594 00	87,483 51	91,077 51
Ridge Avenue,	7,280,643	27,797 42	179,253 85	207,051 27
Saint Clair Incline,	327,693	3,220 33	7,175 01	10,395 34
Second Avenue,	686,996	559 15	21,617 02	22,176 17
Second and Third Streets,	11,156,252	20,488 46	314,253 00	334,741 46
South Side,	213,429	521 39	5,042 70	5,564 09
Stroudsburg,	48,916	235 00	3,929 36	4,164 36
Suburban, Scranton,	814,910	918 44	27,608 83	28,527 27
Thirteenth and Fifteenth Streets,	10,328,747	14,339 21	260,941 77	275,280 98
Troy Hill Inclined Plane and Bridge Company,	.....	46 41	7,461 29	7,507 70
West End Passenger Railway Company,	83,744	373 44	3,259 80	3,633 24
Wilkes-Barre and Kingston,	337,630	2,566 24	12,865 93	15,432 17
Williamsport,	227,884	1,079 70	13,480 59	14,560 29
Wilkes-Barre and Suburban,	318,874	2,198 55	11,828 40	14,026 95
York	292,893	523 68	9,732 08	10,255 76
Total,	219,505,616	$429,181 48	$6,044,211 54	$6,549,273 94

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Name	Wohnort	Stand	Geburtsjahr	Geburtsort	Sterbejahr	Sterbeort	Beruf	Religion	Kinder	Ehe	Ehefrau	Ehemann	Bemerkungen
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Philadelphia City,	.....	147,500 00	.....	251 46	147,751 46
Philadelphia and Darby,	.....	.....	.....	.....	50 00
Philadelphia and Gray's Ferry,	138,239 99	1,091 48	1,014 13	1,077 74	141,423 34
Philadelphia Traction,	3,101,058 17	.....	9,329 61	148,740 92	3,259,128 70
Pitsburgh Traction,	385,112 20	161 50	26 10	2,143 11	387,442 91
Pittsburgh, Allegheny and Manchester,	257,886 06	500 00	210 00	207 25	258,803 31
Pittsburgh and Birmingham,	71,896 60	.....	.....	3,050 00	74,946 60
Pittsburgh and Birmingham Traction,	138,146 24	.....	.....	2,687 87	140,834 11
Pittsburgh Union,	73,726 21	.....	125 00	.....	73,851 21
Pittsburgh and West End,	86,931 19	156 00	90 00	9 72	87,186 91
Pittston,	5,180 15	169 90	.....	128 15	5,478 20
Reading City,	121,156 03	101 50	771 15	48,944 58	170,973 26
Ridge Avenue,	360,153 34	.....	.....	1,374 85	361,528 19
Saint Clair Incline,	14,415 20	.....	.....	3,097 55	17,512 75
Second Avenue,	33,605 28	.....	.....	13 17	33,618 45
Second and Third Streets,	566,799 67	.....	3,695 83	5,919 40	576,413 90
Seventeenth and Nineteenth Streets,	.....	15,000 00	.....	.....	15,000 00
South Side,	10,671 46	.....	.....	.....	10,671 46
Stroudsburg,	2,450 58	.....	.....	2,541 50	4,972 08
Suburban, Scranton,	40,792 35	100 00	.....	24,327 35	65,219 70
Thirteenth and Fifteenth Streets,	507,506 46	5,237 50	2,322 56	.....	515,066 52
Troy Hill Inclined Plane and Bridge Company,	9,385 00	3,983 37	.....	.....	13,368 37
Union,	.....	285,000 00	.....	.....	285,000 00
West End,	3,800 54	.....	.....	530 00	4,330 54
West Philadelphia,	.....	.....	.....	.....	150,000 00
Wilkes-Barre and Kingston,	31,410 98	.....	.....	870 00	32,280 98
Wilkes-Barre and Suburban,	18,799 98	118 00	.....	269 00	19,186 98
Williamsport,	23,841 97	.....	60 00	114 50	24,016 47
York,	13,768 98	.....	36 75	26,823 89	40,629 62
Total,	$10,212,220 98	$587,438 88	$42,209 72	$465,295 92	$11,457,215 50

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TABLE E—ACCIDENTS.

Name of Company.	Passengers.		Employes.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Beaver Valley,					1		1	
Chester,				1		1		2
Citizens' Traction,		20		2	5	25	5	47
East Reading Railroad Company,		3						3
Erie Electric Motor Company,		9		2				11
Federal Street and Pleasant Valley,					2	1	2	1
Frankford and Southwark,					2	10	2	10
Harrisburg City,						3		3
Hestonville, Mantua and Fairmount,		2				3		5
Lancaster City,						1		1
Lehigh Avenue,						1		1
Lombard and South Streets,		4			1		1	4
People's, Scranton,	1	7		1		1	1	9
People's, Philadelphia,		6			2	3	2	9
Pittsburgh Traction,					4	4	4	4
Pittsburgh, Allegheny and Manchester,						1		1
Pittsburgh and Birmingham Traction,		1						1
Pittsburgh Union,		2			1	1	1	3
Pittsburgh and West End,						1		1
Reading City,	1						1	
Suburban, Scranton,		1						1
Troy Hill Inclined Plane and Bridge Company,		1						1
Total,	2	56		6	18	56	20	118

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COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

Name of Company.	1885.	1886.	1887.	1888.	1889-90.
Allentown,	$45,260 00	$45,260 00	$45,260 00	$45,260 00	$45,260 00
Altoona and Hollidaysburg Electric Street,					5,000 00
Beaver Valley,	15,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Beaver Street,					400 00
Bradford and Kendall,	12,000 00	12,100 00	12,100 00	12,100 00	
Bethlehem and Allentown Street,					50,000 00
Braddock and Turtle Creek,		10,000 00	10,000 00	10,000 00	
Bethlehem and South Bethlehem Street,					600 00
Boyd Street,					300 00
Bloomfield and Shadyside,					6,000 00
Capital City Street,					1,600 00
Carbondale and Jermyn Electric,			8,622 50	11,300 00	
Catharine and Bambridge Streets,					150,000 00
Central, Pittsburgh,	100,000 00	100,000 00	100,000 00	100,000 00	
Citizen Street Passenger,					600 00
Chester,	80,000 00	80,000 00	100,000 00	100,000 00	100,000 00
Citizens' Fairmount Park Street,					4,800 00
Citizens,' Philadelphia,	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens,' North Philadelphia,					3,600 00
Citizen's Norristown,			41,695 00	49,520 00	49,520 00
Citizens' South Philadelphia Street,					3,000 00
Citizens, Pittsburgh,	200,000 00	200,000 00	200,000 00		
Citizens' Traction,			2,500,000 00	2,500,000 00	2,500,000 00
City, Altoona,	68,000 00	68,000 00	68,000 00	68,000 00	68,000 00
Craig Street,					42,000 00
Coalville,	62,675 00	62,675 00	62,675 00	62,700 00	62,700 00
Cumberland Street,					550 00
Continental,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Diamond Street,					3,000 00
Duquesne Street,					100,000 00
East End, Lancaster,				15,000 00	
East Harrisburg,		9,700 00	56,960 00	100,000 00	125,000 00
East Reading,				16,775 00	72,000 00
Easton and South Easton,	29,562 00	29,562 00			
East End Street,					600 00

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CONSOLIDATED BALANCE SHEET OF THE STATE COLLEGES—Continued.

Assets	1900	1901	1902	1903
Agricultural College	$60,000.00	$60,000.00	$60,000.00	$60,000.00
Agricultural College Farm				
Agricultural College Farm Buildings	20,000.00	20,000.00	20,000.00	20,000.00
Agricultural College Farm Equipment	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Farm Stock	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Equipment	10,000.00	10,000.00	10,000.00	10,000.00
Agricultural College Stock				
Agricultural College Buildings	100,000.00	100,000.00	100,000.00	100,000.00
Agricultural College Library	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Museum	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Apparatus	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Furniture	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Total	195,000.00	195,000.00	195,000.00	195,000.00
Normal School Farm	20,000.00	20,000.00	20,000.00	20,000.00
Normal School Farm Buildings	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Farm Equipment	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Farm Stock	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Equipment	10,000.00	10,000.00	10,000.00	10,000.00
Normal School Stock				
Normal School Buildings	100,000.00	100,000.00	100,000.00	100,000.00
Normal School Library	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Museum	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Apparatus	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Furniture	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Total	135,000.00	135,000.00	135,000.00	135,000.00
Total Assets	330,000.00	330,000.00	330,000.00	330,000.00
Liabilities				
Agricultural College Bonds	50,000.00	50,000.00	50,000.00	50,000.00
Agricultural College Bonds Interest	1,000.00	1,000.00	1,000.00	1,000.00
Agricultural College Bonds Total	51,000.00	51,000.00	51,000.00	51,000.00
Normal School Bonds	50,000.00	50,000.00	50,000.00	50,000.00
Normal School Bonds Interest	1,000.00	1,000.00	1,000.00	1,000.00
Normal School Bonds Total	51,000.00	51,000.00	51,000.00	51,000.00
Total Liabilities	102,000.00	102,000.00	102,000.00	102,000.00
Net Assets	228,000.00	228,000.00	228,000.00	228,000.00

Marshall Street					25,000 00
Mount Oliver Incline,		31,616 00	38,000 00	38,000 00	54,000 00
Market Street,					500 00
Market Square Street,					600 00
Midvale Street,					3,000 00
Nay-Aug Cross-Town,				23,975 00	
New Castle Electric Street,					14,300 00
North Philadelphia,		300,000 00	300,000 00	300,000 00	300,000 00
Norristown,	15,350 00	15,350 00	35,470 52	44,322 20	44,415 15
Nunnery Hill Incline,				60,000 00	60,000 00
Oil City Street,					2,550 00
Observatory Hill,				125,000 00	
People's Park,			100,000 00	100,000 00	
Pennsylvania Motor,					80,000 00
People's, Scranton,	150,000 00	150,000 00	150,000 00	162,500 00	425,000 00
People's Street,					35,000 00
People's, Philadelphia,	500,000 00	500,000 00	500,000 00	500,000 00	500,000 00
Perkiomen Avenue,	40,000 00	65,000 00	65,000 00	90,000 00	
Philadelphia City,	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry,	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia Traction,	2,500,000 00	2,500,000 00	2,500,000 00	2,937,405 00	3,913,205 00
Pittsburgh Traction,			1,500,000 00	1,500,000 00	1,750,000 00
Pittsburgh, Allegheny and Manchester,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Pittsburgh Incline Plane,					150,000 00
Pittsburgh and Birmingham,	192,000 00	192,000 00	200,000 00	200,000 00	200,000 00
Pittsburgh and Birmingham Traction,					3,000,000 00
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00		150,000 00
Pittsburgh Passenger,					1,500 00
Pittsburgh Union,	69,375 00	78,350 00	78,350 00	82,755 00	82,755 00
Pittsburgh and West End,	36,060 14	36,060 00	86,000 00	86,000 00	110,060 14
Pittson,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Reading City,	40,550 00	45,000 00	75,000 00	150,000 00	250,000 00
Ridge Avenue,	420,000 00	420,000 00	420,000 00	420,000 00	420,000 00
River Side Street,					180 00
Ross Street,					150 00
Saint Clair Incline,		6,000 00	6,000 00	6,000 00	150,000 00
Schuylkill River,	50,000 00	50,000 00	50,000 00	50,000 00	50,000 00
Scranton,	1,000 00	1,000 00	2,350 00		
Second Avenue,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Second and Third Streets,	771,076 25	771,076 25	771,076 25	771,076 25	848,160 00
Seventeenth and Nineteenth Streets,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
South Side,	38,400 00	38,400 00	38,400 00	38,400 00	38,400 00

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COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Stroudsburg,	$25,600 00	$25,600 00	$25,600 00	$25,600 00	$25,600 00
Sunbury and Northumberland,	1,060 00	1,060 00	1,060 00	1,000 00	75,000 00
Suburban, Scranton,			47,500 00	49,910 00	100,000 00
Swissvale and Wilkinsburg,					3,300 00
Sylvan Street,					2,400 00
Thirteenth and Fifteenth Streets,	334,529 44	334,529 44	334,529 44	334,529 44	334,529 44
Trans-Allegheny Street,					20,000 00
Tranverse,	175,000 00	275,000 00			
Troy Hill Inclined Plane and Bridge Company,					200,000 00
Union,	925,000 00	925,000 00	925,000 00	925,000 00	925,000 00
Union Street,					1,295 00
Union Line Street,					600 00
Venango Street,					4,200 00
Warren Street,					600 00
West Philadelphia,	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Wilkes-Barre and Suburban,				61,468 00	91,650 00
Wilkinsburg and East Liberty,			13,400 00	13,400 00	14,300 00
Wilkinsburg Street,					35,000 00
Williamsport,	60,000 00	75,000 00	75,000 00	75,000 00	75,000 00
West End,					6,200 00
York,		12,740 80	34,650 00	50,000 00	50,000 00
Total,	$12,847,495 19	$13,738,031 35	$17,911,680 07	$18,527,567 25	$26,665,578 59

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COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Allentown,	$11,000 00	$10,000 00	$10,000 00	$10,000 00	$78,162 53
Beaver Valley,	13,000 00	11,000 00	15,000 00	17,500 00	16,750 00
Carbondale and Jermyn Electric,	.....	.....	1,000 00	9,500 00	.....
Catharine and Bainbridge Streets,	.....	.....	.....	.....	150,000 00
Central Pittsburgh,	40,124 90	43,968 00	41,129 46	19,974 49	.....
Citizens', Norristown,	.....	.....	3,500 00	4,500 00	7,000 00
Citizens', Pittsburgh,	77,000 00	68,000 00	68,000 00	50,000 00	.....
Citizens' Traction,	.....	.....	.....	1,151,000 00	1,578,000 00
City, Altoona,	800 00	.....	.....	.....	.....
Coalville,	12,754 87	13,339 03	15,232 08	13,772 85	13,003 64
Continental,	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
East Harrisburg,	.....	.....	.....	3,000 00	.....
East Reading,	.....	.....	.....	4,886 25	.....
Easton and South Easton,	12,499 05	12,499 05	.....	.....	.....
Easton, South Easton and West End,	.....	47,331 81	46,331 81	63,174 20	2,849 20
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie Electric Motor,	.....	.....	.....	.....	202,000 00
Erie City,	35,800 00	52,572 08	51,987 18	52,893 09	25,000 00
Federal Street and Pleasant Valley,	75,000 00	75,000 00	75,000 00	75,000 00	638,000 00
Fort Pitt Incline,	.....	32,400 00	32,400 00	31,150 00	30,000 00
Frankford and Southwark,	102,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Germantown,	227,500 00	227,500 00	227,500 00	227,500 00	227,500 00
Green and Coates Street,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Harrisburg City,	30,000 00	1,538 40	9,500 00	8,500 00	10,000 00
Hestonville, Mantua and Fairmount,	525,704 00	524,479 00	524,279 00	519,629 00	499,[illegible]00 00
Johnstown,	.....	.....	.....	.....	105,460 01
Lancaster City,	2,200 00	.....	5,000 00	15,000 00	176,000 00
Lancaster and Millersville,	500 00	500 00	.....	.....	.....
Lehigh Avenue,	.....	.....	70,000 00	80,000 00	136,000 00
Lombard and South Streets,	184,403 22	187,410 00	174,410 00	210,679 54	304,258 22
Manayunk and Roxborough Incline Plane and Railway,	.....	.....	2,000 00	2,000 00	3,900 00
Monongahela Incline,	.....	100,000 00	100,000 00	100,000 00	65,000 00
Mount Oliver Incline,	.....	45,000 00	58,962 60	52,500 00	49,500 00
Nunnery Hill Incline,	.....	.....	.....	34,500 00	35,100 00
Nay-Aug Cross Town,	.....	.....	.....	6,300 00	.....
Norristown,	.....	1,200 00	9,731 92	2,200 00	2,000 00
Observatory Hill,	.....	.....	.....	141,011 58	.....

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COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
People's, Park,			$137,468 68	$159,011 65	
Pennsylvania Motor,					$45,634 79
Peoples', Scranton,	$20,950 57	$27,444 85	33,000 00	200,000 00	216,452 70
People's, Philadelphia,	1,580,351 23	835,031 09	832,455 99	785,213 80	782,136 78
Philadelphia City,	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Darby,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia and Gray's Ferry,	28,500 00	28,500 00			
Philadelphia Traction,			1,300,000 00	1,274,000 00	1,226,000 00
Pittsburgh Traction,			47,183 47	915,000 00	51,337 58
Pittsburgh, Allegheny and Manchester,	215,000 00	205,000 00	200,000 00	200,000 00	200,000 00
Pittsburgh Incline Plane,					250,000 00
Pittsburgh and Birmingham,	84,000 00	78,000 00	78,000 00	75,000 00	75,000 00
Pittsburgh and Birmingham Traction,					1,500,000 00
Pittsburgh, Oakland and East Liberty,	88,614 84	67,594 87	15,000 00		7,000 00
Pittsburgh Union,	119,833 34	109,500 00	104,500 00	102,500 00	112,930 28
Pittsburgh and West End,	25,500 00	26,877 70	66,200 00	66,394 32	75,000 00
Reading City,	14,000 00	37,825 00	59,219 76	37,000 00	139,800 00
Saint Clair Incline,				67,000 00	60,000 00
Second Avenue,	45,133 20	45,133 20	44,558 20	45,293 39	150,000 00
Seventeenth and Nineteenth Streets,	100,000 00	100,000 00	100,000 00	100,000 00.	100,000 00
South Side,	42,568 00	19,195 83	19,303 80	19,000 00	19,000 00
Stroudsburg,					700 00
Sunbury and Northumberland,					65,000 00
Suburban, Scranton,			20,000 00	38,732 78	210,256 97
Thirteenth and Fifteenth Streets,	167,600 00	177,300 00	170,000 00	170,000 00	170,000 00
Troy Hill Inclined Plane and Bridge Company,					105,000 00
Union,	750,000 00	750,000 00	750,000 00	750,000 00	750,000 00
West End,		33,155 49			
West Philadelphia,	246,000 00	996,000 00	996,000 00	996,000 00	996,000 00
Wilkinsburg and East Liberty,			3,250 00	3,250 00	3,250 00
Wilkes-Barre and Suburban,				29,271 71	5,500 00
Williamsport,	7,352 29	5,857 40	4,027 50	30,700 53	30,000 00
York,		11,825 00	6,000 00	7,000 00	20,000 00
Total,	$6,110,689 51	$6,332,995 47	$7,677,131 45	$10,126,539 18	$12,870,982 70

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COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
Allentown,	$38,560 63	$38,750 63	$39,686 84	$39,686 84	$111,665 06
Beaver Valley,	30,554 22	42,085 00	47,268 16	51,269 63	53,759 00
Bradford and Kendall,	17,564 41	18,149 41	19,409 41	18,409 41	.....
Central, Pittsburgh,	138,248 71	141,086 76	141,896 76	141,896 76	.....
Chester,	90,807 30	.....	118,534 48	119,006 76	120,744 34
Citizens', Philadelphia,	319,134 57	319,134 57	319,134 57	312,134 57	312,134 57
Citizens', Norristown,	.....	.....	42,989 78	44,156 54	44,031 29
Citizens' Traction,	226,378 11	251,329 54	262,119 89	.....	1,629,917 77
City, Altoona,	68,000 00	68,000 00	68,000 00	68,000 00	80,049 90
Coalville,	46,917 01	46,917 01	51,798 13	51,826 11	51,921 53
East Harrisburg,	.....	.....	46,719 84	82,470 02	111,532 88
East Reading,	.....	.....	.....	15,281 41	63,617 96
Easton and South Easton,	25,962 50	25,962 50	.....	.....	.....
East End Lancaster,	.....	.....	.....	16,409 00	.....
Easton, South Easton and West End,	.....	130,435 13	131,167 17	133,847 34	151,335 36
Erie City,	94,792 14	105,655 00	113,005 58	116,540 82	.....
Erie Electric Motor Company,	.....	.....	.....	.....	577,659 02
Federal Street and Pleasant Valley,	140,000 00	150,000 00	130,000 00	150,000 00	1,072,354 28
Fort Pitt Incline,	.....	95,593 19	96,257 27	96,398 05	97,936 56
Frankford and Southwark,	987,105 45	984,105 45	1,005,585 45	1,025,987 40	1,052,763 55
Greensburg and Hempfield Electric,	.....	.....	.....	.....	50,000 00
Harrisburg City,	98,867 76	116,189 99	136,898 88	145,014 30	159,762 94
Hestonville, Mantua and Fairmount,	456,384 56	547,734 56	551,614 56	548,194 56	550,940 76
Johnstown,	17,944 01	1,796 76	4,558 71	845 60	.....
Lancaster City,	10,452 29	10,452 29	33,530 84	45,617 10	65,085 10
Lancaster and Millersville,	40,500 00	40,500 00	44,449 77	44,449 77	44,449 77
Lehigh Avenue,	.....	.....	54,900 00	98,000 00	144,000 00
Lombard and South Street,	671,661 65	676,281 85	677,417 25	678,819 94	757,707 39
Manayunk and Roxborough Incline Plane and Railway Company,	.....	.....	59,053 06	59,053 06	70,508 94
Monongahela Incline,	.....	250,000 00	250,000 00	250,000 00	250,000 00
Mount Oliver Incline,	.....	103,031 85	119,387 52	119,387 52	119,599 52
Nay-Aug Cross-Town,	.....	.....	.....	28,556 99	.....
New Castle Electric Street,	.....	.....	.....	.....	24,000 00
Norristown,	13,981 58	14,003 24	42,579 69	39,946 25	40,887 56
Nunnery Hill Incline,	.....	.....	.....	90,430 22	90,412 04
Observatory Hill,	.....	.....	.....	275,372 09	.....

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COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
People's, Park,			$163,935 01	$163,935 01	
People's, Scranton,	$171,298 82	$155,918 82	161,879 82	372,378 22	$622,681 86
People's, Philadelphia,	351,431 75	351,431 75	354,686 61	354,686 61	407,350 31
Perkiomen Avenue,	94,413 75	106,027 23	118,139 88	134,940 45	
Philadelphia City,	875,842 88	875,842 88	875,842 88	875,842 88	875,842 88
Philadelphia and Gray's Ferry,	276,776 53	276,776 53	243,429 50	243,713 00	249,514 40
Pittsburgh Traction,			416,048 32	1,261,859 45	2,628,586 59
Pittsburgh, Allegheny and Manchester,	288,069 17	290,171 92	297,994 12	303,719 12	308,609 12
Pittsburgh Incline Plane,					400,000 00
Pittsburgh and Birmingham,	167,730 00	169,352 00	172,972 00	178,275 28	181,372 88
Pittsburgh, Oakland and East Liberty,	190,107 83	190,107 83	190,107 93		
Pittsburgh Union,	147,553 32	143,128 32	138,360 77	138,760 77	131,155 44
Pittsburgh and West End,	58,584 22	62,388 80	145,906 15	155,214 66	164,042 76
Pittston,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Reading City,	50,600 00	96,799 87	131,110 89	192,648 91	392,923 71
Ridge Avenue,	572,172 84	574,809 34	576,516 90	582,659 50	582,963 50
Saint Clair Incline,				67,000 00	75,000 00
Schuylkill River,	47,463 54	47,463 54	47,463 54	47,463 54	47,463 54
Second Avenue,	74,982 81	76,388 50	76,388 50		412,050 95
Second and Third Streets,	934,380 13	945,779 70	945,835 19	950,839 67	952,827 56
South Side,	81,851 13	81,851 13	81,851 23	81,851 13	81,851 13
Stroudsburg,	24,627 84	24,627 84	24,627 84	24,593 87	24,627 84
Suburban, Scranton,			70,000 00	85,087 67	321,477 23
Thirteenth and Fifteenth Street,	321,566 86	321,566 87	321,566 86		338,566 86
Transverse,	361,000 62	371,000 62			
Troy Hill Inclined Plane and Bridge Company,					286,471 94
West End,		34,999 41			6,226 08
West Philadelphia,	1,167,495 10	1,958,066 54	1,876,250 67		
Wilkes-Barre and Kingston,	94,833 37	94,833 37	94,833 37	94,833 37	94,833 37
Wilkinsburg and East Liberty,			15,777 84	15,777 84	15,777 84
Williamsport,	90,663 73	105,585 57	106,969 87	141,198 01	142 842 59
Wilkes-Barre and Suburban,				88,439 65	91,355 47
York,		21,045 09	38,609 53	52,373 25	58,942 67
Total,	$9,577,213 73	$11,553,154 06	$12,326,068 63	$11,515,099 92	$17,804,135 61

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COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Allentown,	167,009	177,946	185,920	205 645	447,670
Beaver Valley,	136,771	309,426	368,091	336,908	484,372
Bradford and Kendall,	122,387	114,113	96,623	87,338	99,464
Carbondale and Jermyn Electric,				35,578	
Central, Pittsburgh,	730,931	851,651	1,040,465	1,062,235	
Chester,	684,591	779,706	948,531	947,908	1,101,840
Citizens', Philadelphia,	5,744,264	6,016,192	6,996,759	7,286,286	7,578,836
Citizens', Norristown,			103,312	255,161	267,194
Citizens', Pittsburgh,	4,508,501	5,490,372	6,041,331		
Citizens' Traction,			2,497,991	6,952,131	10,832,192
City, Altoona,	348,274	369,262	421,083	405,897	427,680
Coalville,	90,453	86,999	124,117	137,948	157,418
East Harrisburg,			101,176	544,569	1,041,978
East Reading,				20,313	194,935
Easton and South Easton,	143,767	53,726			
East End, Lancaster,				111,202	
Easton, South Easton and West End,		173,804	277,985	277,608	300,286
Empire,	4,140,916	4,622,675	5,260,764		
Erie City,	586,297	620,000	748,672	768,149	
Erie Electric Motor Company,					1,553,718
Federal Street and Pleasant Valley,	1,648,823	1,650,109	1,892,645	2,112,164	4,583,900
Fort Pitt Incline,		311,153	311,296	316,498	284,829
Frankford and Southwark,	10,190,201	11,014,359	13,334,476	13,654,292	15,078,276
Harrisburg City,	431,339	595,385	694,957	743,104	860,580
Hestonville, Mantua and Fairmount,	5,192,625	5,751,314	6,665,088	5,804,686	6,429,672
Johnstown,	585,138	725,430	814,846	805,694	
Lancaster City,	47,220	52,003	96,263	158,031	266,060
Lancaster and Millersville,	60,553	44,077	43,571	45,724	61,441
Lehigh Avenue,					66,640
Lombard and South Streets,	3,781,060	4,747,045	5,908,338	6,849,110	7,184,720
Manayunk and Roxborough Inclined Plane and Railway,					320,768
Monongahela Incline,		837,598	988,249	1,064,675	1,150,339
Mount Oliver Incline,		865,648	1,224,214	1,206,532	1,269,668
Nay-Aug Cross Town,				39,361	
Norristown,	40,456	50,174	74,887	190,227	183,783
Nunnery Hill Incline,				54,443	142,223
Observatory Hill,				311,436	

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COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Pennsylvania Motor Company,					143,958
People's Park,			701,607	838,130	
People's, Scranton,	663,624	714,545	1,032,926	1,313,613	2,173,493
People's, Philadelphia,	22,039,728	24,770,580	29,645,286	31,661,527	33,089,348
Perkiomen Avenue,	396,484	519,637	870,814	1,033,118	
Philadelphia and Gray's Ferry,	2,864,584	3,012,699	3,089,871	3,032,592	2,896,996
Philadelphia Traction,	42,039,344	44,800,726	51,274,944	55,484,746	63,368,712
Pittsburgh Traction,			2,045,756	2,800,889	8,229,809
Pittsburgh, Allegheny and Manchester,	3,216,613	3,493,033	4,004,550	4,339,994	4,928,090
Pittsburgh and Birmingham,	2,122,984	2,422,210	3,002,955	3,191,323	1,437,932
Pittsburgh and Birmingham Traction,					2,762,925
Pittsburgh, Oakland and East Liberty,	1,643,028	1,690,447			
Pittsburgh Union,	1,481,910	1,252,076	1,261,561	1,299,092	1,487,560
Pittsburgh and West End,	840,641	915,421	1,094,559	1,452,181	1,412,453
Pittston,	79,930	88,277	96,923	102,087	103,603
Reading City,	408,463	737,867	1,132,633	1,364,190	2,981,044
Ridge Avenue,	6,301,533	6,683,905	6,719,233	6,865,973	7,280,643
Saint Clair Incline,				125,026	327,693
Second Avenue,	441,094	335,980	272,035	119,109	686,996
Second and Third Streets,	9,106,855	9,917,556	11,335,575	11,343,876	11,156,252
South Side,	532,830	415,101	427,068	435,674	213,429
Stroudsburg,			35,083	38,138	48,916
Suburban, Scranton,			470,763	689,652	814,910
Thirteenth and Fifteenth Streets,	5,770,571	6,868,647	8,154,608	9,035,819	10,328,747
Transverse,	2,048,641	1,204,892			
West End,		53,731			83,744
Wilkes-Barre and Kingston,	291,004	317,280	328,350	346,596	337,630
Wilkes-Barre and Suburban,				122,512	318,874
Williamsport,	417,499	423,674	417,074	436,116	227,884
York,		27,960	160,197	243,191	292,893
Total,	142,085,936	156,975,420	184,835,994	190,506,017	219,506,616

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COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Allentown,	$11,655 01	$10,551 89	$13,195 05	$11,863 44	$21,253 93
Beaver Valley,	5,689 69	13,773 57	16,648 97	18,847 30	19,237 88
Bradford and Kendall,	5,459 16	3,394 85	4,207 52		5,141 05
Carbondale and Jermyn Electric,				3,037 50	
Central, Pittsburgh,	42,775 26	40,506 18	43,026 77	48,460 32	
Chester,	22,223 04	26,399 62	31,090 81	31,909 70	33,730 32
Citizens', Philadelphia,	223,039 27	239,901 48	258,832 35	189,602 27	188,449 41
Citizens', Norristown,			5,866 59	14,950 04	13,090 46
Citizens', Pittsburgh,	161,803 94	185,242 81	210,846 94		
Citizens' Traction,			91,561 39	268,707 90	308,912 96
City, Altoona,	14,386 38	14,282 20	16,115 53	15,206 42	17,362 20
Coalville,	5,557 11	7,263 61	6,214 34	7,894 23	9,675 13
East Harrisburg,			7,004 14	21,735 97	30,057 23
Easton and South Easton,	9,091 63	2,285 33			
Easton, South Easton and West End,		5,732 31	12,766 57	11,824 33	14,162 03
Erie City,	20,681 90	22,101 47	28,483 65	30,313 48	
Erie Electric Motor Company,					48,201 62
East Reading Railroad Company,					6,144 55
East End, Lancaster,				4,359 64	
Federal Street and Pleasant Valley,	46,112 65	51,010 97	58,387 62	71,813 69	153,644 97
Fort Pitt Incline,		6,688 71	4,137 50		
Frankford and Southwark,	374,447 57	408,562 10	367,291 27	407,080 15	423,875 44
Harrisburg City,	20,555 78	37,412 09	39,863 96	32,999 01	39,440 97
Hestonvlile, Mantua and Fairmount,	234,500 90	259,891 31	282,506 69	241,948 06	260,967 22
Johnstown,	22,624 06	26,565 33	28,761 87	32,529 56	
Lancaster City,	2,394 64	2,595 14	6,035 91	8,801 10	11,187 78
Lancaster and Millersville,	6,150 00	5,409 49	5,440 50	3,393 22	4,461 66
Lehigh Avenue,					4,444 82
Lombard and South Streets,	128,827 32	138,663 85	154,275 40	164,339 19	184,108 58
Manayunk and Roxborough Incline Plane and Railway Company,			17,559 45	16,843 04	17,867 20
Millvale Station,					305 00
Monongahela Incline,		19,959 12	15,696 45	19,367 13	19,236 50
Mount Oliver Incline,		35,076 27		8,727 33	26,585 81
Nay-Aug Cross Town,				2,041 23	
Norristown,	2,233 73	3,189 94	4,116 83	10,674 88	8,375 22
Nunnery Hill Incline,				1,272 95	2,879 35

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COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Observatory Hill,				$14,853 42	
Pennsylvania Motor Company,					$3,425 28
People's Park,			$41,525 53	44,583 97	
People's, Scranton,	$37,215 05	$46,936 35	64,034 50	57,527 16	71,365 58
People's, Philadelphia,	553,290 79	589,683 53	666,532 33	671,016 96	723,462 46
Perkiomen Avenue,	16,105 00	19,332 54	32,404 68	34,919 07	
Philadelphia City,	4,190 86	2,426 22			
Philadelphia and Darby,		50 00			
Philadelphia and Gray's Ferry,	92,565 28	96,057 64	98,288 05	102,956 40	96,135 29
Philadelphia Traction,	1,487,215 32	1,729,215 92	1,701,339 83	1,939,559 92	2,120,761 10
Pittsburgh Traction,			72,831 72	93,364 89	189,268 65
Pittsburgh, Allegheny and Manchester,	145,529 91	125,180 88	152,166 54	163,230 74	172,689 02
Pittsburgh and Birmingham,	84,573 97	78,591 97	91,192 44	107,331 95	38,751 47
Pittsburgh and Birmingham Traction,					78,806 60
Pittsburgh, Oakland and East Liberty,	82,260 77	80,007 90			
Pittsburgh Union,	63,208 65	53,913 44	53,532 32	60,915 22	73,756 05
Pittsburgh and West End,	34,637 91	36,408 89	44,394 47	56,313 30	59,064 50
Pittston,	3,508 99	3,720 69	4,056 27	4,425 12	4,594 09
Reading City,	17,745 71	39,702 56	43,340 43	58,633 97	91,077 51
Ridge Avenue,	193,917 06	214,335 49	177,815 10	205,947 00	207,051 27
Saint Clair Incline,				7,080 75	10,395 34
Second Avenue,	16,878 25	14,285 93	12,255 68	6,125 01	22,176 17
Second and Third Streets,	333,551 71	346,244 01	352,102 66	357,329 37	334,741 46
South Side,	28,968 73	22,272 64	22,513 21	27,603 65	5,564 09
Stroudsburg,					4,164 36
Suburban, Scranton,				34,894 55	28,527 27
Thirteenth and Fifteenth Streets,	210,736 01	228,769 10	252,738 16	268,331 00	275,280 98
Transverse,	100,021 05	67,790 46			
Troy Hill Inclined Plane and Bridge Company,					7,507 70
West End,		1,989 86			3,633 24
Wilkes-Barre and Kingston,	14,194 04	14,414 17	14,864 16	15,083 00	15,432 17
Williamsport,	14,853 82	14,352 00	13,169 43	14,784 29	14,560 29
Wilkes-Barre and Suburban,				6,564 79	14,026 95
York,		1,202 52	5,580 43	9,820 23	10,255 76
Total,	$4,895,477 15	$5,389,244 35	$5,646,606 01	$6,063,738 81	$6,549,273 94

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COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
Allentown,	$14,932 19	$16,083 93	$16,040 81	$14,854 66	$26,164 52
Beaver Valley,	7,348 50	15,936 49	19,225 73	22,314 98	24,375 06
Bradford and Kendall,	6,119 53	5,705 63	4,831 15	4,366 90	5,135 38
Carbondale and Jermyn Electric,	...	...	...	1,778 92	...
Central, Pittsburgh,	40,504 92	41,639 05	50,987 23	52,053 73	...
Chester,	31,871 99	35,995 75	43,746 72	43.652 69	49,923 61
Citizens', Philadelphia,	398,314 20	418,586 09	427,298 39	346,369 01	347,147 00
Citizens', Norristown,	...	...	5,308 79	18,486 56	12,394 62
Citizens', Pittsburgh,	208,220 47	261,555 03	304,151 90	...	...
Citizens' Traction,	...	...	125,950 21	357,825 17	616,986 04
City, Altoona,	16,934 75	19,034 60	21,551 28	20,289 70	21,251 81
Coalville,	7,453 32	8,089 82	9,671 61	10,807 88	11,874 61
Continental,	120,000 00	120,000 00	120,000 00	120,000 00	120,000 00
East Harrisburg,	...	...	71,784 88	76,767 17	54,692 78
East Reading,	...	...	...	1,010 94	9,492 60
Easton and South Easton,	13,599 48	3,279 26	...	...	...
Easton, South Easton and West End,	...	9,506 73	15,583 42	63,829 92	31,182 48
East End, Lancaster,	...	...	...	5,907 10	...
Empire,	231,707 51	260,227 73	267,392 25	...	...
Erie City,	29,087 31	33,927 34	39,396 01	40,340 77	...
Erie Electric Motor Company,	...	...	...	...	75,147 00
Federal Street and Pleasant Valley,	125,652 43	74,988 45	87,469 89	96,402 10	231,379 03
Fort Pitt Incline,	...	8,658 25	8,994 35	8,914 04	9,712 60
Frankford and Southwark,	575,092 49	620,509 02	639,970 94	646,856 24	699,108 77
Harrisburg City,	55,436 00	72,094 02	52,156 25	44,496 43	45,653 06
Hestonville, Mantua and Fairmount,	349,924 90	314,799 67	319,979 34	292,433 25	336,301 25
Johnstown,	30,628 62	37,574 32	42,174 85	40,441 90	...
Lancaster City,	3,816 03	6,752 65	45,613 11	23,076 92	30,341 73
Lancaster and Millersville,	9,105 62	7,955 23	7,202 71	8,985 50	11,586 74
Lehigh Avenue,	...	...	214 58	...	3,331 96
Lombard and South Streets,	182,220 05	218,727 21	250,345 63	265,941 79	287,086 34
Manayunk and Roxborough Incline Plane and Railway Company,	...	...	18,190 89	17,745 94	18,792 35

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Item in Thousands	1976	1975	1974	1973
Interest Income	90,000.00	90,000.00	90,000.00	90,000.00
Dividend Income	10,000.00	10,000.00	10,000.00	10,000.00
Other Income	1,000.00	1,000.00	1,000.00	1,000.00
Total Income	101,000.00	101,000.00	101,000.00	101,000.00
Interest Expense	50,000.00	50,000.00	50,000.00	50,000.00
Provision for Loan Losses				1,000.00
Operating Expenses	20,000.00	20,000.00	20,000.00	20,000.00
Total Expenses	70,000.00	70,000.00	70,000.00	71,000.00
Net Income	31,000.00	31,000.00	31,000.00	30,000.00
Cash and Due from Banks	10,000.00	10,000.00	10,000.00	10,000.00
Investment Securities	200,000.00	200,000.00	200,000.00	200,000.00
Loans and Leases	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Allowance for Loan Losses	10,000.00	10,000.00	10,000.00	10,000.00
Total Assets	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
Deposits	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Total Liabilities	1,000,000.00	1,000,000.00	1,000,000.00	1,000,000.00
Common Stock	50,000.00	50,000.00	50,000.00	50,000.00
Surplus	50,000.00	50,000.00	50,000.00	50,000.00
Undivided Profits	100,000.00	100,000.00	100,000.00	100,000.00
Total Equity Capital	200,000.00	200,000.00	200,000.00	200,000.00
Total Liabilities and Equity Capital	1,200,000.00	1,200,000.00	1,200,000.00	1,200,000.00
Number of Employees	100	100	100	100
Number of Offices	10	10	10	10
Number of Accounts	10,000	10,000	10,000	10,000
Average Deposit Size	100.00	100.00	100.00	100.00
Average Loan Size	100,000.00	100,000.00	100,000.00	100,000.00
Average Assets per Employee	12,000.00	12,000.00	12,000.00	12,000.00
Average Deposits per Employee	10,000.00	10,000.00	10,000.00	10,000.00
Average Deposits per Office	100,000.00	100,000.00	100,000.00	100,000.00
Average Deposits per Account	100.00	100.00	100.00	100.00
Average Loans per Office	100,000.00	100,000.00	100,000.00	100,000.00
Average Loans per Account	100,000.00	100,000.00	100,000.00	100,000.00
Average Assets per Office	120,000.00	120,000.00	120,000.00	120,000.00
Average Assets per Account	120,000.00	120,000.00	120,000.00	120,000.00
Average Equity per Office	20,000.00	20,000.00	20,000.00	20,000.00
Average Equity per Account	20,000.00	20,000.00	20,000.00	20,000.00
Average Equity per Employee	2,000.00	2,000.00	2,000.00	2,000.00
Average Equity per Dollar of Assets	0.17	0.17	0.17	0.17
Average Equity per Dollar of Deposits	0.20	0.20	0.20	0.20
Average Equity per Dollar of Loans	0.20	0.20	0.20	0.20
Average Equity per Dollar of Equity	1.00	1.00	1.00	1.00
Average Equity per Dollar of Equity Capital	1.00	1.00	1.00	1.00
Average Equity per Dollar of Total Liabilities	0.20	0.20	0.20	0.20
Average Equity per Dollar of Total Liabilities and Equity Capital	0.17	0.17	0.17	0.17
Average Equity per Dollar of Total Assets	0.17	0.17	0.17	0.17

Transverse,	100,976 11	62,685 78			
Troy Hill Inclined Plane and Bridge Company,					13,368 37
Union,	270,000 00	270,000 00	285,000 00	285,000 00	285,000 00
West End,		3,738 15			4,330 54
West Philadelphia,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Wilkes-Barre and Kingston,	24,271 55	28,057 70	29,883 43	32,483 68	32,280 98
Wilkinsburg and East Liberty,			500 00		
Williamsport,	19,437 19	20,093 17	20,253 88	21,106 59	24,016 47
Wilkes-Barre and Suburban,				7,791 84	19,186 98
York,		1,327 16	37,095 70	43,526 33	40,629 62
Total,	$8,494,673 55	$9,175,094 78	$10,025,905 65	$10,064,382 61	$11,457,215 50

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COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

Name of Company.	1885.		1886.		1887.		1888.		1889-90.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allentown,	1									
Beaver Valley,		1		1					1	
Central, Pittsburgh,			1	1		1				
Chester,						3		1		2
Citizens', Philadelphia,	1		2	2						
Citizens', Pittsburgh,					2	3				
Citizens' Traction,						1	1	7	5	47
City, Altoona,		2						1		
Coalville,					1			2		
Erie City,						2				
Erie Electric Motor Company,										11
East Reading,										3
Federal Street and Pleasant Valley,	1			1					2	1
Fort Pitt Incline,				1						
Frankford and Southwark,		4	2	1		7		1	2	10
Harrisburg City,		1		1						3
Hestonville, Mantua and Fairmount,			4	4				5		5
Lancaster City,			1			1		1		1
Lehigh Avenue,										1
Lombard and South Streets,	1	1			3	10	1		1	4
Norristown,								2		
Observatory Hill,							2			
People's, Scranton,						1		1	1	9
People's, Philadelphia,	3	60	3	9	1	20	1	6	2	9
Perkiomen Avenue,								2		
Philadelphia and Gray's Ferry,						1	1	1		
Pittsburgh Traction,							1		4	4
Pittsburgh, Allegheny and Manchester,	1	4	1	3	3	2		2		1
Pittsburgh and Birmingham,				1		2		2		
Pittsburgh and Birmingham Traction,										1

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Pittsburgh Union,	1	2		1		5	1	1	1	3
Pittsburgh and West End,						1		1		1
Pittston,		1		1						
Reading City,						2		1	1	
Ridge Avenue,							1			
Second Avenue,							1			
Second and Third Streets,		5		1						
Suburban, Scranton,					1					1
Thirteenth and Fifteenth Street,		4		1		1				
Troy Hill Inclined Plane and Bridge Company,										1
Wilkes-Barre and Suburban,							1	1		
Total,	9	85	14	29	11	63	11	38	20	118

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TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

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TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.	Rate of interest.
Delaware and Hudson,	Unlimited.	$24,500,000 00	$15,378,000 00	. . . . .	$15,378,000 00	7
Delaware Division,	$2,400,000 00	1,633,350 00	800,000 00	. . . . .	800,000 00	6
Lehigh Coal and Navigation,	. .	14,314,700 00	14,661,250 00	.	14,661,250 00	. .
Monongahela Navigation,	Unlimited.	1,631,700 00	250,000 00	27,113 73	277,113 73	5
Pennsylvania,	5,000,000 00	4,501,200 00	2,675,000 00	. . . . .	2,675,000 00	6
Schuylkill Navigation,	Unlimited.	3,962,262 00	8,495,190 86	2,401,681 17	10,896,872 03	6
Susquehanna,	Unlimited.	2,002,746 00	2,901,310 58	52,412 61	2,953,723 19	6
Total,	$7,400,000 00	$52,545,958 00	$45,160,751 44	2,481,207 51	47,641,958 95	. .

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TABLE B—COST AND CHARACTERISTICS OF CANAL.

NAME OF COMPANY.	Cost of canal and fixtures.	Length of main line of the canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh-locks.	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
				Feet.	*Feet.*	*Feet.*								
Delaware and Hudson, . .	$6,339,210 49	108	. . .	48	32	6	13	132	2	136	40	3	618	. .
Delaware Division,	2,433,350 00	60	. . .	44	26	6	4	33	1	88	. . .	. .	. . .	$5,000 00
Lehigh Coal and Navigation,	2,151,000 00	48	1	60 to 100	45	6	5	57	1	10	9	48	248	200,000 00
Monongahela Navigation,	1,906,284 33	86	. . .	. .	. .	.	7	11	. .	.	7	86	. .	. . . . .
Pennsylvania,	.	193	.	45 to 55	25 to 30	4 to 6	25	71	2	318	8	35	286	. . . . .
Schuylkill Navigation, . .	12,461,600 36	108	1	60 to 300	40	6	6	71	. .	121	31	48	. . .	. . . . .
Susquehanna, ...	4,931,345 53	45	.	50	30	6	2	32	. .	18	4	2	2	. . . . .
Total, ...	$30,222,790 71	648	2	. . .	. . . . .	. .	62	407	6	691	99	222	1,154	$205,000 00

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TABLE C—TONNAGE, EXPENSES AND RECEIPTS,

Name of Company	Gross amount of tonnage including branches and leased canals.	Expenses.			Receipts.
		Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson,	$1,401,794 00	$160,705 59	$90,860 88	$251,566 47	61,039 36
Delaware Division,*	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Lehigh Coal and Navigation,	567,669 00	50,441 63	64,711 99	115,153 62	2,138,287 17
Monongahela Navigation,	3,874,022 00	37,154 84	35,962 38	73,117 22	257,665 14
Pennsylvania,	410,904 00	208,044 39	20,764 60	228,808 99	172,342 19
Schuylkill Navigation,	182,992 00	20,657 70	22,651 48	43,309 18	102,010 38
Susquehanna,	64,722 00	80,174 71	8,722 84	88,897 55	18,189 30
Total,	$6,502,103 00	$557,178 86	$243,674 17	$800,853 03	$2,749,533 54

* Leased to Lehigh Coal and Navigation Company.

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COMPARATIVE STATEMENT OF AMOUNT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Delaware and Hudson,	$23,500,000 00	$24,500,000 00	$24,500,000 00	$24,500,000 00	$24,500,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00	1,633,350 00
Lehigh Coal and Navigation,	12,488,500 00	12,676,700 00	12,799,250 00	12,821,850 00	14,314,700 00
Monongahela Navigation,	1,194,650 00	. .	1,422,900 00	1,537,800 00	1,631,700 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,975,462 00	3,972,962 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00	2,002,746 00
Total,	$49,295,908 00	$49,286,958 00	$50,821,708 00	$50,959,208 00	$52,545,958 00

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COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
Delaware and Hudson,	$15,378,000 00	$15,378,000 00	$15,378,000 00	$15,378,000 00	$15,378,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	17,051,250 00	17,285,750 00	13,991,750 00	14,491,750 00	14,661,250 00
Monongahela Navigation,	439,000 00	361,081 46	351,187 84	338,919 02	277,113 73
Pennsylvania,	2,842,000 00	2,842,000 00	2,775,000 00	2,744,000 00	2,675,000 00
Schuylkill Navigation,	9,113,082 23	9,535,103 14	9,783,446 37	10,117,200 12	10,896,872 03
Susquehanna,	3,536,212 73	3,693,442 69	3,862,976 23	3,536,745 02	2,953,723 19
Total,	$49,159,544 96	$49,895,377 29	$46,942,360 44	$47,406,614 16	$47,641,958 95

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COMPARATIVE STATEMENT OF COST OF CANAL AND FIXTURES FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
Delaware and Hudson,	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2,191,000 00	2,191,000 00	2,191,000 00	2,191,000 00	2,151,000 00
Monongahela Navigation,	1,723,033 71	1,807,145 31	1,815,384 22	1,901,887 98	1,906,284 33
Schuylkill Navigation,	12,492,450 36	12,472,309 36	12,461,600 36	12,461,600 36	12,461,600 36
Susquehanna,	4,931,345 53	.....	4,931,345 53	4,931,345 53	4,931,345 53
Total,	$30,110,390 09	$25,243,006 16	$30,171,890 60	$30,258,394 36	$30,222,790 71

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COMPARATIVE STATEMENT OF GROSS AMOUNT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Delaware and Hudson,	$1,135,537 00	$1,064,625 00	$1,308,357 00	$1,338,964 00	$1,401,794 00
Delaware Division,*	. . .	. . .	. . .	. . .	. . .
Lehigh Coal and Navigation,	689,554 00	627,653 00	586,060 00	564,489 00	567,669 00
Monongahela Navigation,	3,259,391 00	4,374,946 00	5,869,644 00	4,340,594 00	3,874,022 00
Pennsylvania,	624,021 00	670,641 00	687,461 00	712,089 00	410,904 00
Schuylkill Navigation,	683,562 00	705,908 00	276,985 00	295,178 00	182,992 00
Susquehanna,	341,376 00	362,925 00	309,434 00	323,412 00	64,722 00
Total,	$6,733,441 00	$7,806,698 00	$9,037,941 00	$7,574,726 00	$6,502,103 00

* Included in report of Lehigh Coal and Navigation Company.

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COMPARATIVE STATEMENT OF EXPENSES OF MAINTAINING AND OPERATING THE CANAL FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
Delaware and Hudson,	$169,615 77	$215,812 01	$218,564 60	$239,878 29	$251,566 47
Delaware Division, *					
Lehigh Coal and Navigation,	193,594 88	1,899,308 77	151,271 98	146,307 95	115,153 62
Monongahela Navigation,	90,011 61	244,993 64	196,456 22	90,784 65	73,117 22
Pennsylvania,	145,441 20	201,845 16	366,871 23	406,172 75	228,808 99
Schuylkill Navigation,	135.069 94	152,717 00	68,383 43	49,087 54	43,309 18
Susquehanna,	44,182 47	52,803 29	35,269 95	41,503 36	88,897 55
Total,	$777,915 87	$2,767,479 87	$1,036,817 41	$973,734 54	$800,853 03

* Included in report of Lehigh Coal and Navigation Company.

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COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
Delaware and Hudson,	$54,551 38	$62,124 21	$66,505 45	$57,868 51	$61,039 36
Delaware Division,*	.....	.....	.....	.....	.....
Lehigh Coal and Navigation,	2,116,306 36	1,859,502 58	1,914,948 83	2,360,738 00	2,138,287 17
Monongahela Navigation,	215,675 31	278,782 24	201,008 43	272,888 22	257,665 14
Pennsylvania,	266,819 64	280,313 91	297,706 78	325,928 28	172,342 19
Schuylkill Navigation,	307,590 65	275,078 40	152,251 29	172,632 73	102,010 38
Susquehanna,	57,500 83	56,992 29	42,928 31	45,410 07	18,189 30
Total,	$3,018,444 17	$2,812,793 63	$2,675,349 09	$3,235,466 59	$2,749,533 54

* Included in report of Lehigh Coal and Navigation Company.

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TABULATED RESULTS

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TELEGRAPH AND TELEPHONE REPORTS.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Rate per cent. of dividend.	Total amount now of floating and funded debt.	Rate per cent. of interest on funded debt.
American District Telegraph,	$400,000 00	$400,000 00		$7,200 00	6
American Telegraph and Telephone,	10,000 00	10,000 00		591,038 36	
Atlantic and Ohio Telegraph,	650,000 00	650,000 00	10		
Baltimore and Ohio Telegraph of Pennsylvania,	20,000 00	20,000 00			
Bell Telephone,	560,000 00	560,000 00			
Central District and Printing Telegraph,	750,000 00	750,000 00	17	95,980 00	
Central Pennsylvania Telephone and Supply,	1,000,000 00	800,000 00	4½	20,000 00	
Curwensville Telephone,	3,000 00	3,000 00			
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00			
Lykens Telegraph and Telephone,	1,000 00	300 00			
National Telegraph,	1,000,000 00	1,000,000 00			
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00			
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00			
Pennsylvania Telephone,	750,000 00	749,200 00	4		
Philadelphia Local Telegraph,	400,000 00	400,000 00	7¾		
Philadelphia, Reading and Pottsville Telegraph,	50,000 00	20,000 00	25		
Postal Telegraph and Cable No. 1,	20,000 00				
Postal Telegraph and Cable No. 2,	20,000 00				
Postal Telegraph and Cable No. 3,	5,000 00				
Postal Telegraph,	50,000 00				
Rockhill Telegraph,	3,000 00	300 00		4,220 13	
Royal Telegraph and Telephone,	10,000 00	1,000 00			
Tioga and Morris Run Telegraph,	2,500 00	1,700 00			
Western Union Telegraph,	86,200,000 00	86,199,822 06	5¾	15,183,986 00	
Williamsport District Telegraph and Messenger,	15,000 00	10,500 00			
Williamsport and North Branch Telephone,	3,000 00	3,000 00	8		
Total,	$94,932,500 00	$94,588,822 06		$15,902,424 49	

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TABLE B—CHARACTERISTICS OF LINE.

Name of Company	Cost of line and equipments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations, entire line.	Number of stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.			Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
								Males.	Females.	Total.	Males.	Females.	Total.				
American District Telegraph,	$409,962 68				11	2,075	2,075				162		162	24,934	152,261		292,646
American Telegraph and Telephone,	601,038 36	311.38	311.38														
Baltimore and Ohio Telegraph of Pennsylvania,			89.50		3												
Bell Telephone,	678,964 10																
Central District and Printing Telegraph,	654,066 52																
Central Pennsylvania Telephone and Supply,	536,035 26				3,751		3,751	53	52	105	53	52	105				
Curwensville Telephone,	3,000 00	48.00	48.00	13	13	13	13	8	5	13	8	5	13				
Delaware and Atlantic Telegraph and Telephone,	81,868 28			1,263	1,263	2,450	2,450	53	12	65	53	12	65				
Lykens Telegraph and Telephone,	309 92	3.50	3.50	2	2		2										
National Telegraph,		949.16	44.97														
New York and Pennsylvania Telegraph and Telephone,	206,616 00																
Pennsylvania Telephone	491,306 04																
Philadelphia Local Telegraph,	400,000 00			60	60	280	280	63	30	93	63	30	93	400,000	400,000	420,000	420,000
Philadelphia, Reading and Pottsville Telegraph,	260,749 11	101.00	953.67	422	422	855	855	705	8	713	705	8	713	461,976	461,976		
Postal Telegraph and Cable No. 1,		138.75	138.75	4	4					18			18				
Postal Telegraph and Cable No. 2,		170.50	170.50	10	10					51			51				
Postal Telegraph and Cable No. 3,		38.00	38.00	4	4					7			7				
Postal Telegraph		198.00	198.00	11	11					12			12				
Rockhill Telegraph,	4,220 13	30.00	30.00	6	6	6	6	6		6	6		6	819	819	819	819
Royal Telegraph and Telephone,	1,000 00	12.00	12.00	3	1	3	1	2		2	1		1				
Tioga and Morris Run Telegraph,	1,700 00	28.00	28.00	5	5												
Western Union Telegraph,		183,917 00	9,133 00	19,382	1,556					31,612			2,383	55,878,762			
Williamsport District Telegraph and Messenger,	13,000 00		20.00	1	1		1										
Williamsport and North Branch Telephone,	3,000 00	58.00	58.00		13	16	16										
Total,	4,346,836 40	186,003.29	11,277 27	21,186	7,136	5,698	9,449	890	107	32,697	1,051	107	3,579	56,766,491	1,015,056	420,819	713,465

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TABLE C—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses entire line.	Gross expenses in Pennsylvania.	Gross receipts entire line.	Gross receipts in Pennsylvania.
American District Telegraph,	.....	$81,837 05	.....	$122,754 47
Baltimore and Ohio Telegraph of Pennsylvania,	.....	.....	.....	285 46
Bell Telephone,	$242,145 79	242,144 79	$489,425 98	489,425 98
Central Pennsylvania Telephone and Supply,	131,827 70	131,827 70	191,595 38	191,595 38
Curwensville Telephone,	568 71	568 71	542 95	542 95
Delaware and Atlantic Telegraph and Telephone,	60,520 45	60,520 45	63,161 00	63,161 00
National Telegraph,	.....	.....	.....	53 74
Pennsylvania Telephone,	95,386 71	.....	143,831 55	137,037 56
Philadelphia Local Telegraph,	64,753 04	64,753 04	63,861 06	63,861 06
Philadelphia, Reading and Pottsville Telegraph,	84,812 76	84,812 76	103,886 82	.....
Postal Telegraph and Cable No. 1,	.....	.....	.....	800 00
Postal Telegraph and Cable No. 2,	.....	.....	.....	16,000 00
Postal Telegraph and Cable No. 3,	.....	.....	.....	3,000 00
Postal Telegraph,	.....	.....	.....	1,300 00
Western Union Telegraph,	18,074,303 81	.....	22,387,028 91	.....
Williamsport District Telegraph and Messenger,	613 54	613 54	477 74	477 74
Total,	$18,754,932 51	$667,079 04	$23,443,811 39	$1,090,295 34

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COMPARATE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889–90.
American District Telegraph,	$400,000 00	$400,000 00	$400,000 00	$200,000 00	$400,000 00
American Telegraph and Telephone,	1,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Atlantic and Ohio Telegraph,	650,000 00	650,000 00	650,000 00	650,000 00	650,000 00
Baltimore and Ohio Telegraph,	500 00	500 00	.....	.....	.....
Baltimore and Ohio Telegraph in Pennsylvania,	500 00	500 00	.....	.....	.....
Baltimore and Ohio Telegraph of Pennsylvania,	.....	2,000 00	.....	2,000 00	20,000 00
Bell Telephone,	560,000 00	560,000 00	560,000 00	560,000 00	560,000 00
Central District and Printing Telegraph,	500,000 00	500,000 00	500,000 00	500,000 00	750,000 00
Central Pennsylvania Telephone and Supply,	786,000 00	790,000 00	794,000 00	.....	800,000 00
Curwensville Telephone,	3,000 00	3,000 00	3,000 00	3,000 00	3,000 00
Delaware and Atlantic Telegraph and Telephone,	10,000 00	.....	.....	10,000 00	10,000 00
Lykens Telegraph and Telephone,	300 00	300 00	300 00	300 00	300 00
National Telegraph,	1,000,000 00	.....	1,000,000 00	1,000,000 00	1,000,000 00
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Pennsylvania Telephone,	749,200 00	.....	.....	.....	749,200 00
Philadelphia Local Telegraph,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville Telegraph,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable,	10,500,000 00	.....	50,000 00	.....	.....
Postal Telegraph and Cable No. 1,	.....	.....	20,000 00	.....	.....
Postal Telegraph and Cable No. 2,	.....	.....	20,000 00	.....	.....
Postal Telegraph and Cable No. 3,	.....	.....	5,000 00	.....	.....
Philadelphia and Seaboard,	150,000 00	.....	.....	.....	.....
Rockhill Telegraph,	300 00	300 00	300 00	300 00	300 00
Royal Telegraph and Telephone,	.....	.....	1,000 00	1,000 00	1,000 00
Tioga and Morris Run Telegraph,	1,700 00	1,700 00	1,700 00	1,700 00	1,700 00
Western Pennsylvania Telegraph,	5,000 00	5,000 00	.....	.....	.....
Western Union Telegraph,	80,000,000 00	80,000,000 00	86,199,852 06	86,199,852 06	86,199,822 06
Williamsport District Telegraph and Messenger,	.....	13,000 00	10,500 00	10,500 00	10,500 00
Williamsport and North Branch Telephone,	2,100 00	2,100 00	3,000 00	3,000 00	3,000 00
Total,	$98,757,600 00	$86,359,300 00	$93,649,552 06	$92,571,652 06	$94,588,822 06

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COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
American District Telegraph,	$20,912 33	$17,153 28	$13,604 33	$13,400 00	$7,200 00
American Telegraph and Telephone,	. . .	. . .	. . .	. . .	591,038 36
Central District and Printing Telegraph,	75,000 00	67,300 00	67,300 00	66,460 00	95,980 00
Central Pennsylvania Telephone and Supply,	. . .	. . .	. . .	. . .	20,000 00
Philadelphia, Reading and Pottsville Telegraph,	200,000 00	200,000 00	200,000 00	200,000 00	. . .
Postal Telegraph and Cable,	10,033,830 87	. . .	. . .	. . .	. . .
Philadelphia and Seaboard Telegraph,	2,800 00	. . .	. . .	. . .	. . .
Rockhill Telegraph,	4,220 13	4,220 13	4,220 13	4,220 13	4,220 13
Western Union Telegraph,	7,204,250 00	7,182,044 00	7,126,118 00	12,412,398 00	15,183,986 00
Total,	$17,541,013 33	$7,470,717 41	$7,411,242 46	$12,696,478 13	$15,902,424 49

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COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

Name of Company.	1885.	1886.	1887.	1888.	1889–90.
American District Telegraph,	678,318	123,606	259,727	311,750	292,646
American Telegraph and Telephone,	.....	.....	5,682	9,000	.....
National Telegraph,	.....	50	.....	.....	.....
Philadelphia Local Telegraph,	381,898	421,000	425,000	420,000	420,000
Philadelphia Reading and Pottsville Telegraph,	379,442	390,252	411,383	417,585	.....
Postal Telegraph and Cable,	150,000	.....	.....	.....	.....
Rockhill Telegraph,	454	454	616	660	819
Total,	1,590,112	935,362	1,102,408	1,158,995	713,465

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
American District Telegraph,	192,300	133,416	109,115	129,389	152,261
American Telegraph and Telephone,	.....	.....	6,904	8,870	.....
National Telegraph,	.....	50	.....	.....	.....
Philadelphia Local Telegraph,	361,604	400,000	400,000	400,000	400,000
Philadelphia, Reading and Pottsville Telegraph,	379,442	390,250	411,383	417,585	461,976
Postal Telegraph and Cable,	150,000	.....	.....	.....	.....
Rockhill Telegraph,	454	454	616	660	819
Total,	1,083,800	924,172	928,018	956,504	1,015,056

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COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
American District Telegraph,	$125,617 54	$107,649 14	.....	.....	$122,754 47
American Telegraph and Telephone,	.....	.....	$10,916 21	$17,795 65	.....
Baltimore and Ohio Telegraph,	4,931 65	5,783 71	.....	.....	.....
Baltimore and Ohio Telegraph in Pennsylvania,	2,794 78	6,660 14	.....	.....	.....
Baltimore and Ohio Telegraph of Pennsylvania,	.....	10,280 43	.....	2,759 07	285 46
Bell Telephone,	302,030 34	350,512 56	405,238 77	434,191 97	489,425 98
Central Pennsylvania Telephone and Supply,	126,451 59	137,632 86	157,712 84	167,898 37	191,595 38
Curwensville Telephone,	857 91	819 45	643 73	692 51	542 95
Delaware and Atlantic Telegraph and Telephone,	.....	.....	.....	55,766 04	63,161 00
Lykens Telegraph and Telephone,	42 76	7 00	.....	.....	.....
National Telegraph,	.....	36,826 72	.....	81 80	53 74
Pennsylvania and New Jersey Telephone,	.....	.....	.....	.....	137,037 56
Philadelphia Local Telegraph,	173,467 53	87,282 62	55,767 04	55,784 00	63,861 06
Philadelphia, Reading and Pottsville Telegraph,	95,844 71	105,986 97	.....	.....	.....
Postal Telegraph,	15,000 00	.....	1,000 00	2,000 00	1,300 00
Postal Telegraph and Cable No. 1,	.....	.....	4,000 00	200 00	800 00
Postal Telegraph and Cable No. 2,	.....	.....	14,000 00	20,000 00	16,000 00
Postal Telegraph and Cable No. 3,	.....	.....	1,900 00	2,700 00	3,000 00
Tioga and Morris Run Telegraph,	549 04	549 04	549 04	893 55	.....
Williamsport District Telegraph and Messenger,	.....	2,034 15	2,018 20	.....	477 74
Total,	$847,587 85	$815,198 07	$653,745 83	$760,762 96	$1,090,295 34

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1885.	1886.	1887.	1888.	1889-90.
American District Telegraph,	$108,931 45	$84,392 92	$81,708 74		$81,837 05
Bell Telephone,	206,014 55	201,889 28	214,085 73	$233,630 08	242,145 79
Central Pennsylvania Telephone and Supply,	78,744 37	83,190 82	92,322 85	105,324 82	131,827 70
Curwensville Telephone,	610 76	868 25	894 28	721 93	568 71
Delaware and Atlantic Telegraph and Telephone,				45,826 55	60,520 45
Lykens Telegraph and Telephone,	16 38	6 45			
Philadelphia Local Telegraph,	92,587 66	74,389 14	40,675 17	49,671 32	64,753 04
Philadelphia, Reading and Pottsville Telegraph,	56,649 13	58,557 38			84,812 76
Postal Telegraph and Cable,	20,000 00				
Tioga and Morris Run Telegraph,	549 04	549 04	549 04	893 55	
Williamsport District Telegraph and Messenger,		1,884 07	2,092 04		613 54
Total,	$564,103 34	$505,727 35	$432,327 85	$436,068 25	$667,079 04

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